

OCTOBER 1958

CCJ

COMMERCIAL CAR JOURNAL

A CHILTON PUBLICATION

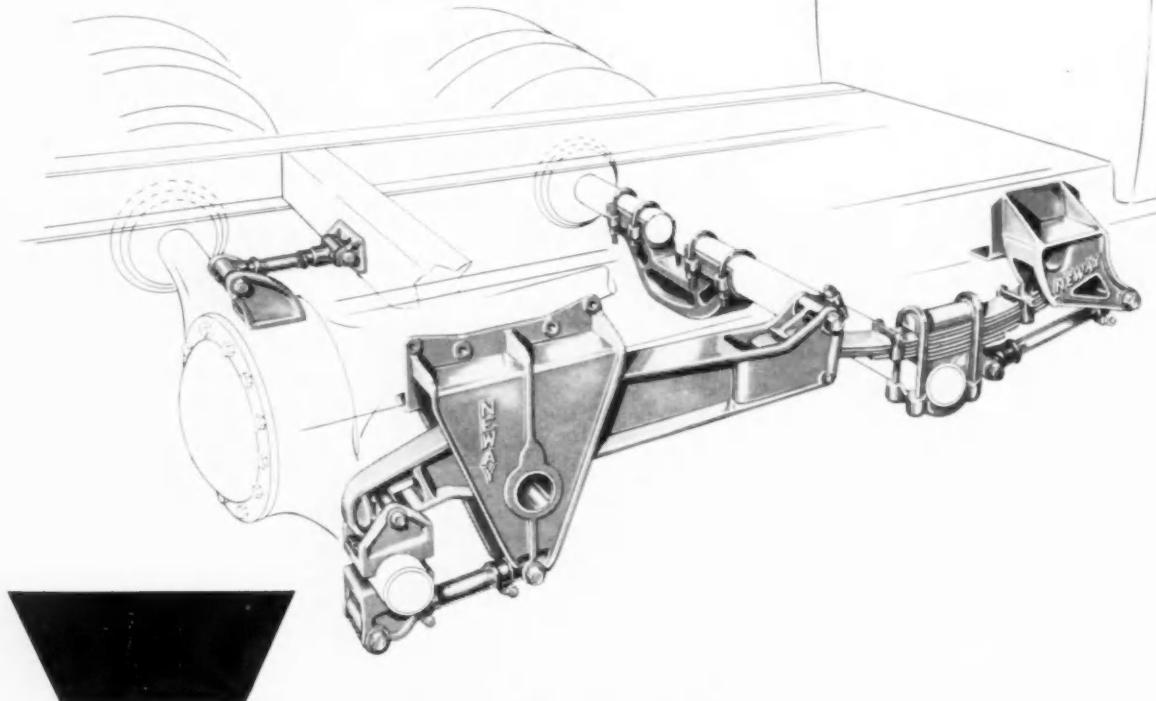
THE MAGAZINE FOR TRUCK
AND BUS FLEET OPERATORS

CONSTRUCTION SECTION
follows page 84



PAUL DAVIS of MCLEAN
How he keeps a big fleet on top

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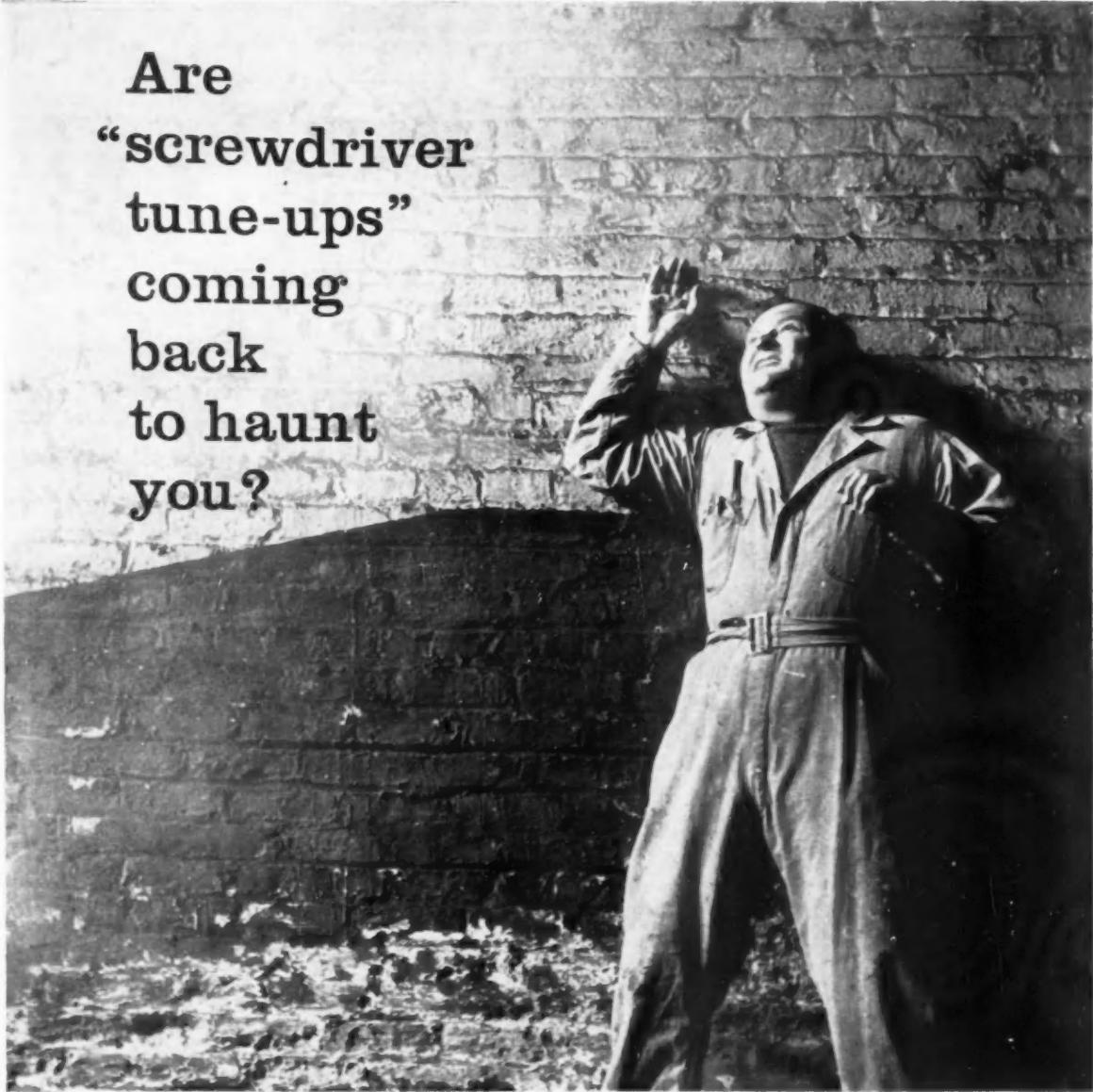
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COMMERCIAL CAR

—October 1958 • Vol. 96 • No. 2—

FEATURING



Here's another Commercial Car Journal exclusive service to fleet operators. It's the first in a series of Reports in Depth on the nation's leading fleets.

Facts were gathered on-the-spot (in Winston-Salem, N. C.) by CCJ's Mobile Editorial Team. Back home, the Team sorted them into the following 10 information-packed subjects . . .

- Management
- Vehicles
- Maintenance
- Shop Equipment
- Terminal Operation
- Safety
- Training
- Employee Relations
- Stockholders
- McLean's Future Plans

It all begins on page 69

Also in This Issue . . .

There They Go at AASHO

Here's a look at the test loops and the trucks that will run on them for the next two years.

Herrin Opens New Facilities in Texas

Bus Fleet Goes 100% 2-Way Radio

Rochester Transit gives 10 reasons how it expects to cut costs and improve service at the same time.

Plastic Compound Speeds Reefer Repair

NEW CARS

Chevrolet Improves Engines for '59

Dodge Boosts Heavy-Duty GVW for '59

Autocar's "A" Series Cuts Weight

"Metro-Mite" Weighs Only 2800 lb.

NEW TRUCKS

Rambler Adds Station Wagon for '59

Bigger Engines for Plymouth for '59

Dodge Improves Torsion Bars for '59

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JOURNAL

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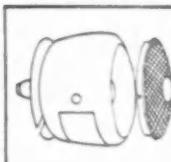
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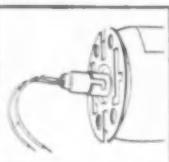
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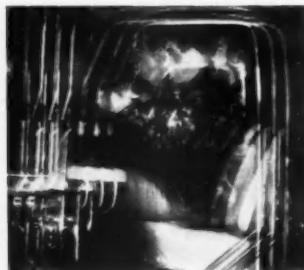
YANKEE: lamps • mirrors • reflectors • signals • emergency lighting

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1958



"I did like you said, boss—I called driver McMusc... a sissy for insisting on a full-depth Airfoam seat!"

This shakedown
costs more
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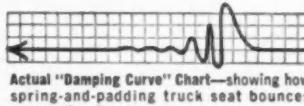


Spring-and-Padding Truck Seat in Action—multiple-exposure photo shows how such seats amplify drags and jars of normal truck operation. Also, how time-lag in spring action bounces driver UP as controls come DOWN. Driver's reflexes attempt constant compensation during run, resulting in cramped muscles, frazzled nerves, weariness and inefficiency. Even the cushions wear out faster!



AIRFOAM
helps drivers,
cuts repairs,
replacements.

Full-Depth AIRFOAM Truck Seat in Action—multiple-exposure photo shows how over half-a-million fresh-air cushions in each cubic inch of AIRFOAM muffle and absorb drags, jars and jounces. AIRFOAM, being all one piece, also distributes driver's weight, helps him ride with the controls. Result: fresher, happier, more efficient drivers—cushions that don't sag, snag or break down.



Actual "Damping Curve" Chart—showing how spring-and-padding truck seat bounces repeatedly after bumps.

Goodyear, Engineered Products Dept., Akron 16, Ohio

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The World's Finest, Most Modern Cushioning



COMMERCIAL CAR JOURNAL, October, 1958

THE OVERLOAD

E D I T O R I A L C O M M E N T

ATA . . . Progress on a Firm Foundation

JUST 25 years ago two men shook hands in Washington. One was Ted V. Rodgers, president of the American Highway Freight Assn. The other was John W. Blood, president of the Federated Truck Assn. of America. The handshake symbolized the merger of the two groups and the birth of American Trucking Assns. Ted Rodgers was to be interim president, John Blood to be first vice president.

From that humble beginning . . . born of the dire necessity for a united front in shaping an NRA "Blue Eagle" code for the industry . . . ATA has come a long way.

Our job is not to tell that story. Among other activities the association has raised its own scribes. They're busy now documenting historical and human interest notes for the 25th anniversary. It would be presumptuous of us to duplicate that effort, however great the temptation may be.

Instead we want to pause just long enough to say "Happy Birthday," younger cousin, and congratulations on the dynamic progress of your first 25 years!

Then perhaps it would be fitting to add these footnotes to history from our own files.

The month before ATA was born, former CCJ Editor George Hook wrote: "One strong mutual association is absolutely necessary. . . . For greatest effectiveness there must be unity."

Immediately after the merger, under the headline "United at Last," he paid special tribute to the sacrifices and courage of the men who consummated the deal. Those of you who knew George Hook then, or know him today as publisher of the IRON AGE, would hardly call him a sentimentalist. But note these comments from the October, 1933, issue concerning Ted Rodgers.

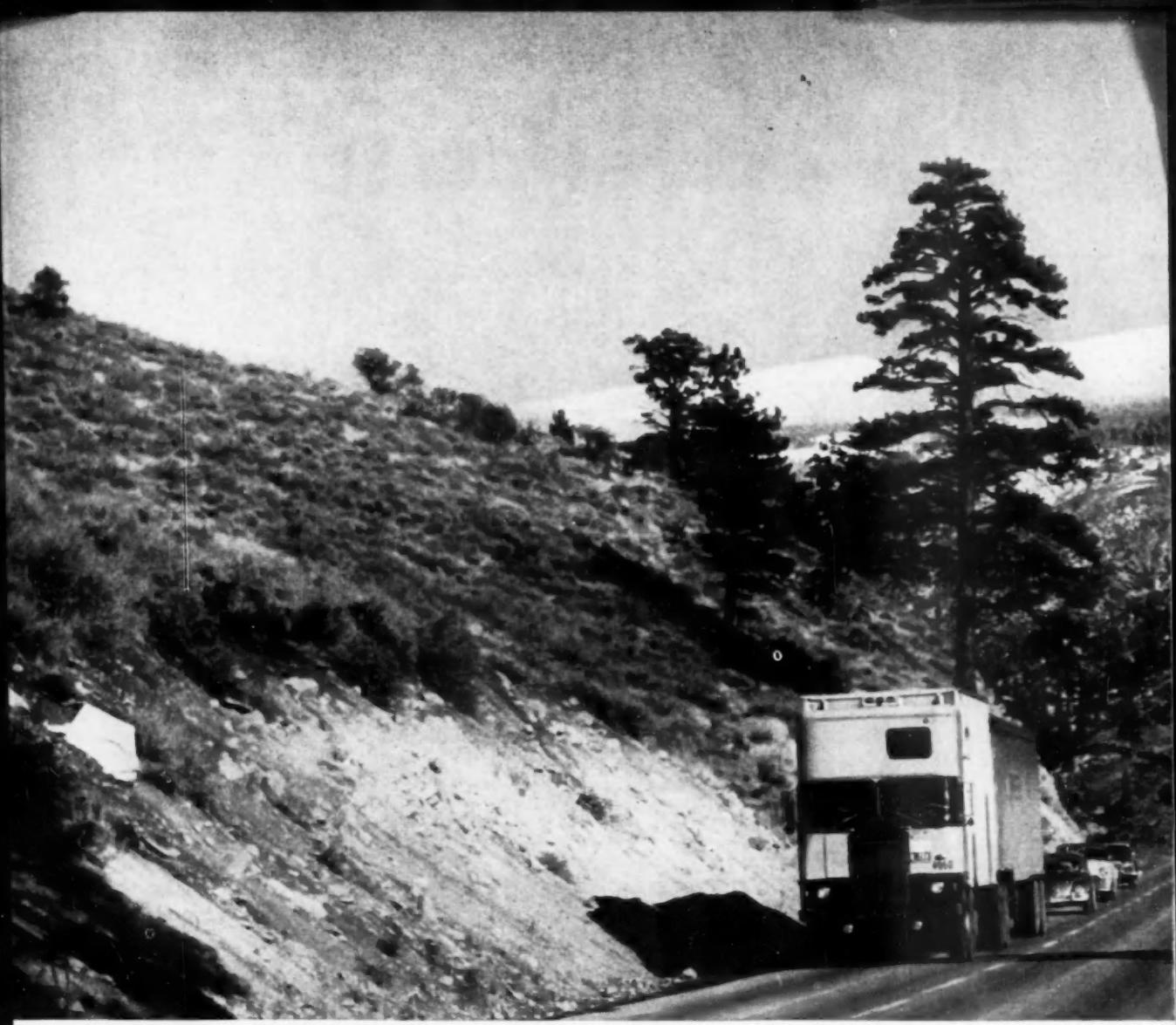
"It would be a fitting reward if, at the time permanent organization is effected, his temporary presidency were extended to include the first year of the American Trucking Associations' (we hope) long life."

That, of course, was to be the first of 12 years Ted Rodgers was at the helm. At the time of his first re-election, non-sentimentalist Hook wrote again:

"The ovation accorded Mr. Rodgers was a sincere tribute to his courageous and inspiring leadership. It came from admiring hearts so intensely moved that the tribute was touching. There were eyes that clouded with unshed tears and throats that gulped those sentimental lumps that men helplessly succumb to when greatly moved."

Twenty-four years later all who know him still feel the same way about Ted Rodgers. We're sure they would like to join us in paying tribute to him and to the men who built so well on that firm foundation known today as ATA.

Bart Rawson
Editor



Here's where you

...and here's where you can get it:
Texaco D-303 Motor Oil HD

Texaco D-303 Motor Oil HD puts full engine power to work for you because it keeps engine compression high and promotes complete fuel combustion. It keeps piston rings free to minimize blow-by, so the engine burns fuel the way it was meant to: for full power.

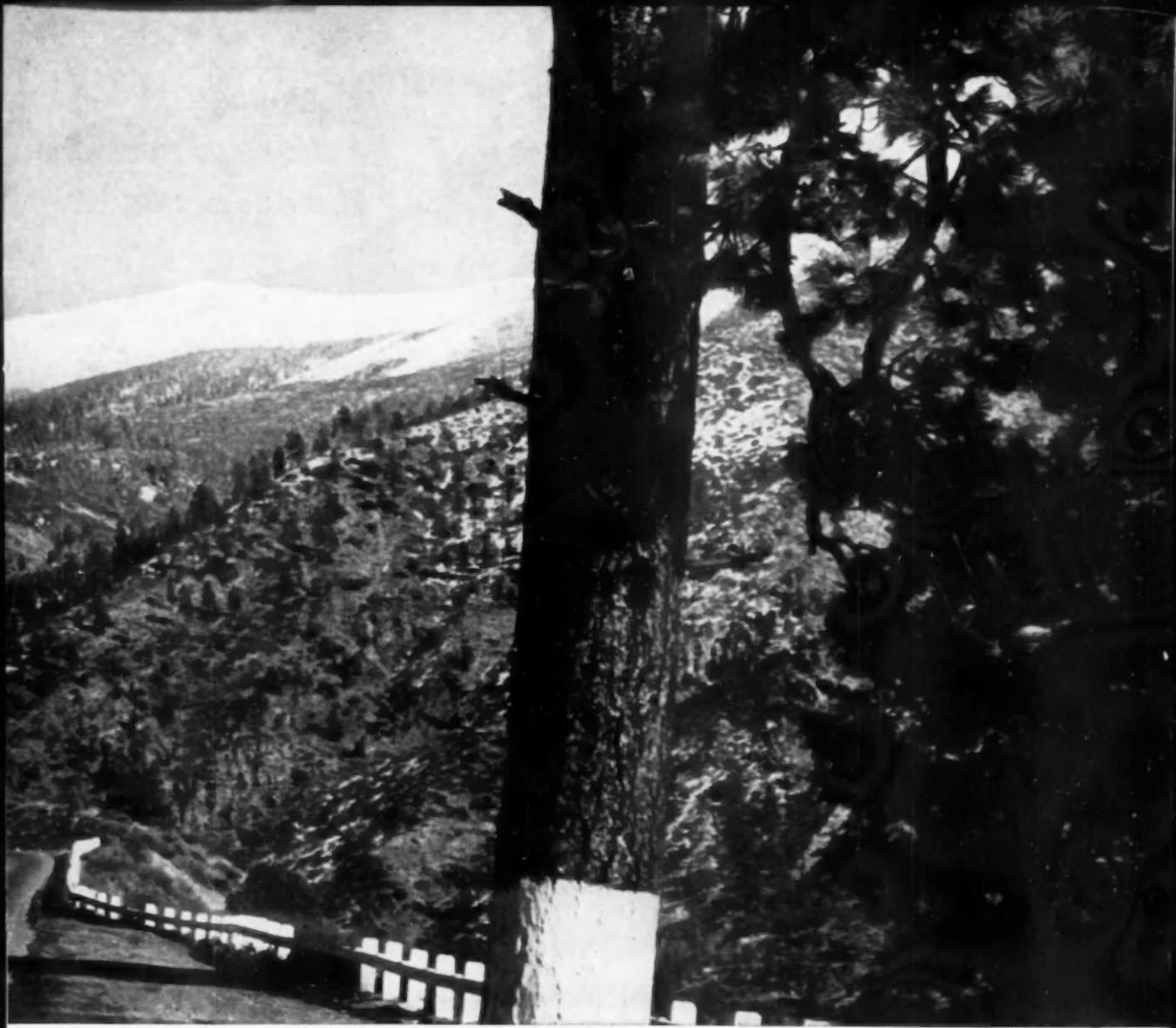
You get these advantages because Texaco D-303 Motor Oil HD has full detergent and dis-

persive properties. Contaminants and deposits stay in the oil instead of sticking to valves and rings. The engine stays "like new" longer, so that it uses less fuel per mile, runs more miles between overhauls. Texaco D-303 Motor Oil HD is refined especially for rugged service in heavy duty diesel or gasoline truck engines, cuts maintenance costs way down.

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There is a full line of Texaco Lubricants for your operation, wherever you are. A Texaco Lubrication Engineer will gladly help you select the proper ones. Just call the nearest of the more than 2,000 Texaco Distributing Plants in the 48 States—or write:

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Smileage!

Another
tubeless truck tire
success story



How McCue Transfer gets 100,000 miles before retreading!

McCue Transfer Co., Hutchinson, Kansas, operates 73 units that carry 20 tons of salt and grain. Trucks work 56 hours a week on long hauls. Tire service was disappointing until McCue tried B.F.Goodrich Power Express Tubeless tires with FLEX-RITE NYLON cord body. The result: as much as 100,000 miles before retreading, 90% reduction in road delays, 25% savings on tire costs.

X-99 tread compound in Power Express tires prevents cracking and

cut growth. 17% more gripping edges give you extra traction and skid resistance. The inner liner that replaces the tube prevents sudden flats, guards against bruise-blowouts. Tubeless tires save weight over conventional wheel assemblies, eliminate tube and flap trouble, run cooler, cut maintenance costs.

See money-saving B.F.Goodrich Tubeless truck tires at your dealer's today. *B.F.Goodrich Tire Co., A Division of The B.F.Goodrich Co., Akron 18, Ohio.*

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Your B.F.Goodrich dealer
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B.F.Goodrich tubeless truck tires



AT YOUR SERVICE

TIMELY NOTES ON MAINTENANCE AND OPERATION Edited by Ed Shea, Technical Editor

Speed Wiring Installation

WHEN IT IS necessary to feed wires through snug-fitting grommets in the firewall or dash, it is much easier if a piece of tubing is first pushed through the grommet. Then insert the wire in the tube. Once the wire is through the grommet, remove the tube.

Spark Plug Torque

A SPARK PLUG manufacturer claims that tests show only a negligible temperature change at the firing tips of plugs with torques varying from 15 to 30 ft lb. The manufacturer contends that preignition is not necessarily a direct result of incorrect spark plug torque. However, plugs should be installed reasonably tight—somewhere near the 30 ft lb recommended for most 14 mm plugs.

Handling Dry Charge Batteries

A BULLETIN from the Ford Motor Co. stresses the need for care in handling dry charged batteries. Temperature is important. Both battery and electrolyte should be stored at a room temperature of 60 to 100 deg F. Keep vent cap in place until the battery is made wet for use. Then, use the oldest batteries in stock first.

Preparation for Service:

1. Remove and discard moisture seal from vent cap.
2. Use only battery grade sulphuric acid having specific gravity of 1.265 at 80 deg. F.
3. Make sure battery and electrolyte temperatures are at least 60 deg F. before filling.
4. Remove vent cap and fill each cell to a height of $\frac{3}{8}$ in. above the separators.
5. Activate battery before installation on the vehicle.

Activation in . . .

Freezing temperatures—Fast charge 12-volt bat-

teries for 30 minutes at 25 to 30 amps—50 to 60 amps for 6-volt batteries.

Moderate temperatures (32° to 50°F.)—Fast charge 12-volt batteries for 10 minutes at 25 to 30 amps. Double amperage for 6-volt batteries.

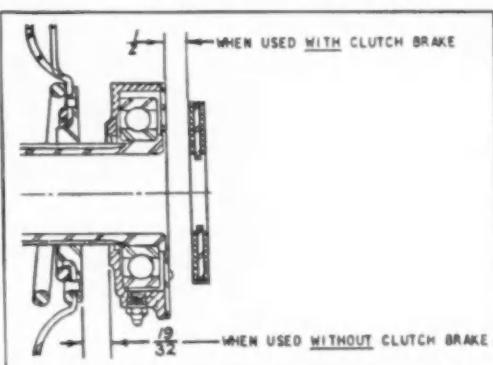
Warm temperatures (above 50°F.)—Activation charge not mandatory but performance is improved if charged. Follow "moderate temperatures" charging guide.

After charging, specific gravity of the electrolyte should be 1.270 to 1.290 at 80 deg F. After installation, the battery should be serviced in the standard manner for wet batteries.

Check Diamond T Clutches

A RECENT Diamond T service bulletin informs us of two adjustments on the Spicer 14-in. two-plate clutch. Adjustments are as follows:

With a non-synchronized transmission, a clutch brake is used. Therefore $\frac{1}{2}$ in. is the recommended clearance between rear face of release bearing and clutch brake. When equipped with



synchronized transmission, a clutch brake is not used so the checking dimension is $19/32$ in. between front face of bearing housing and cover assembly spring plate hub.

Make sure to use the correct dimension for your type of transmission.

(TURN TO PAGE 12, PLEASE)

For best results under high



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HEAVY DUTY BRAKE LINING

is engineered to function efficiently even under today's severe braking requirements

You'll like the way new Wagner Lockheed Brake Lining resists heat without appreciable loss of friction and wearing qualities.

This heavy-duty lining is engineered to meet the rigid demands of modern over-the-road driving. It is unsurpassed for quick, safe, smooth stops.

YOU'LL LIKE the LONG WEARING QUALITIES of Wagner Lockheed Brake Lining. It wears slowly and evenly, and brakes require fewer adjustments even though subjected to heavy-duty service under severe driving conditions.

UNIFORM IN DENSITY, composition and frictional qualities throughout its entire serv-

ice thickness . . . this top-quality lining will not compress, absorb moisture, or deteriorate with age. Contains no harmful materials to damage drums.

WAGNER LOCKHEED LINING and BLOCKS are available in hundreds of sets; and slabs are made in combinations of radius, thickness and width for application on practically every heavy-duty vehicle brake.

You can benefit, too, by buying all your brake service needs—Wagner Lockheed Hydraulic Brake Parts, Fluid and Lining—from one dependable source.

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EXCHANGE SHOE SETS

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carbon
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For cleaning pistons, valves, filters, gears, pumps, carburetors and other small parts, Oakite Saturol is the perfect solvent. It takes off everything right down to the bare metal, even paint, varnish, gasket compound. Does it quickly — in ten minutes to half an hour depending on condition. Does it safely — with a high flash point. Does it economically — with a floating seal to assure long life.

Besides large and small drums, Oakite Saturol comes in a special 6-gallon pail, as shown above, for trial or bench work, complete with immersion basket. For more details, call your local Oakite man or write to Oakite Products, Inc., 40B Rector Street, New York 6, N.Y.



Export Division Cable Address: Oakite

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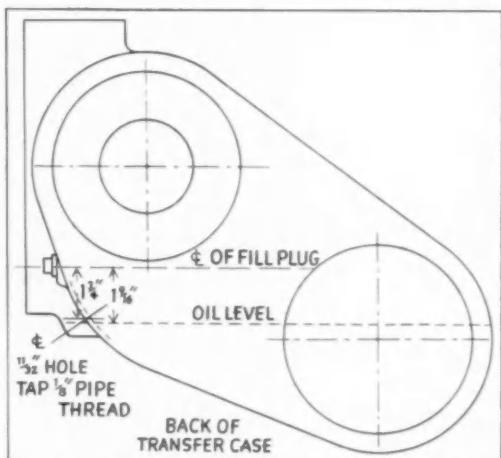
CCJ AT YOUR SERVICE

Continued from Page 9

Dodge Modifies Transfer Case

ACCORDING to a recent Dodge service bulletin the transfer case fill hole has been relocated on Model Nos. W100 and W200 Dodge trucks to prevent possibility of a leak. Capacity has been reduced from 6.5 to 4.5 pints.

Transfer case should be reworked as follows: Drain lubricant and drill 11 32-in. hole in case with the center line of the new hole 1 3/4 in. directly below the center line of the original fill hole measured vertically. Drill upward at angle perpendicular to the outer surface of the case at point of drilling (see sketch). Caution: Ap-



ply heavy grease to drill bit and pipe tap to prevent chips from falling inside the case.

Use a 1 1/8-in.-27 tapered pipe tap to thread new hole. Fill through original hole until lubricant level is at the bottom of new level checking hole. Install plug in original fill hole and a 1 1/8-in. tapered pipe plug in new hole.

Brockway Oil Specifications

THE CHEK-CHART CORP. informs us that on Brockway auxiliary transmissions, the lubricant capacity has been changed. For Fuller Model No. 2A-62 capacity is now 8 pints. For Spicer Model No. 6231 capacity is 10 pints winter and summer.

For all gasoline engines, SAE grade to 10W-30 is recommended when temperatures are below +32°F. API service classification is changed to DG or MS. For diesels, classification is DS or DG.

(TURN TO PAGE 16, PLEASE)

OUT OUR WAY

By J. R. Williams



MORE ORIGINAL AND RECAP MILEAGE AT LESS COST

With Lee Super DeLuxe Highway Nylons you can be sure of it

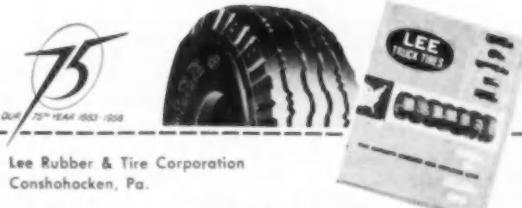
You can have your truck tire economy as simple as 1-2-3 with Lee Super DeLuxe Highway Nylons. These outstanding tires give you 1) long original mileage; 2) extra recaps; and 3) lowest possible cost per mile. The three big advantages that add up to sure savings.

Not just *nylon*, but Lee Super-Tensile Nylon, goes into the construction of these tires. This tough cord provides the ultimate protection against the impact bruises, blowouts and moisture damage that take their toll of tires built with ordinary cord. And, during the Lee Super-Tensile manufacturing process, the cord is also treated with Double-Dip Flexlok, the super-adhesive that reduces the effects of heat and flexing and makes cord separation from the bond virtually impossible.

You get additional assurance of extra mileage with the wide, flat tread—made of the best type of smoked sheet natural rubber. Other Lee improvements in the tread design result in better traction and cooler running.

Equip your units with Lee Super DeLuxe Highway Nylons—tubed or tubeless—for more mileage and more recaps!

The Lee Super DeLuxe Highway. Whatever your truck tire needs, there's a Lee that's *right* for the job.



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Conshohocken, Pa.

Please send me your free catalog showing
Lee of Conshohocken's entire line of truck tires.

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LEE RUBBER & TIRE CORPORATION



"We like the cleanliness and economy of operation Philgas gives us!"

**Robert A. Stover, Division Manager,
Standard Industries, Inc.
Tulsa, Oklahoma**



**Bruce Allison,
Plant Superintendent**

"We've upgraded power, lowered maintenance cost with Philgas!"

A breakdown in the Standard Industries truck fleet can be costly. That is one reason the Tulsa division of this progressive concrete mix company chose clean-burning Philgas* to power 22 of its ready-mix trucks.

"Philgas eliminates oil dilution and engine fouling — two things that can lead to expensive downtime," said Bruce Allison, plant superintendent. "A loaded truck weighs 48,000 pounds, yet we esti-

mate that we're getting 10% more power through the use of Philgas. This means a big difference in performance over a year's time. In the two years that we've used Philgas, we have had no engine maintenance cost."

Robert A. Stover, division manager, said: "From an overall performance and economy standpoint, we are completely satisfied with Philgas. We plan to convert our entire fleet to Philgas."

*Philgas is the Phillips Petroleum Company trademark for its high quality LP-Gas (propane, butane).



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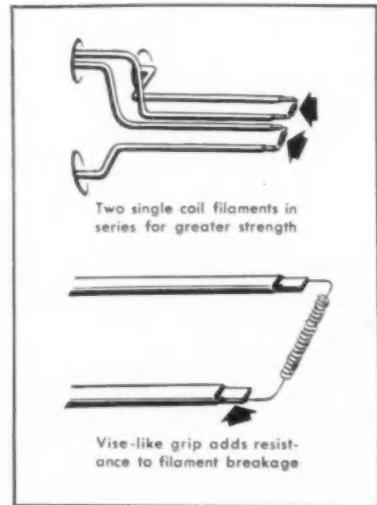
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give brighter light longer because:



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There's no inner bulb to blacken. The whole unit is a bulb! And rugged, two-filament, shorter-coil design takes all the punishment hard working machinery dishes out. Broader beam pattern is ideal, too, with lens-reflector combination that throws a smooth, evenly distributed light all around the machine and on the work.

All-Glass C.I.M. Floodlamps are specially designed for bulldozers, graders, scrapers, crawlers and other road building, mining and construction machinery. Properly mounted in shock-proof housings, they provide ideal working light with minimum maintenance and maximum service life. G.E. makes a size to fit your requirements. Contact your nearby G-E lamp distributor or write: General Electric Co., Miniature Lamp Dept. CCJ-108, Nela Park, Cleveland 12, Ohio.

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4478	12	60	5 3/4"	500 hours
4578	24	60	5 3/4"	500 hours

Progress Is Our Most Important Product

GENERAL  **ELECTRIC**



"Neoprene-coated nylon tarps sharply reduced water-damaged cargo losses"

—says Mr. William Armstrong,
Maint. Supt., Assoc. Transport, Inc.

"Five years ago, porous tarps on many of our open-top trailers were permitting moisture seepage to damage cargo. That's when we began to switch to neoprene-coated nylon tarps for dependable waterproofness. Now our cargo is protected from water damage . . . it's sealed in safely for delivery in any kind of weather."

"Coated nylon tarps are light in weight . . . so easy to handle that one man can put on or take off even a big tarp. They're easy to repair, too, and so rugged that they shrug off the effects of the acids used in cleaning the aluminum bodies which they cover."

FIND OUT how coated nylon tarps can help reduce your own maintenance costs. Ask your regular tarp supplier for information, or drop a line to: E. I. du Pont de Nemours & Co. (Inc.), Textile Fibers Dept., 5518-J Nemours Building, Wilmington 98, Delaware.

DuPont makes fibers; does not manufacture tarpaulins.



Better Things for Better Living . . . through Chemistry

Enjoy the "DuPont Show of the Month" on CBS-TV

COATED NYLON FOR TARPS—LONG-WEARING...LIGHTWEIGHT...EASY TO HANDLE...WATERPROOF...RESISTANT TO ROT AND MILDEW

Continued from Page 12

Keep Paint Off Wiring

IF YOU HAVE recently overhauled engines where paint has oversprayed onto ignition wiring and spark plug wiring, you better get it off right away. You'll avoid a lot of trouble if you do. Lead in paint acts very much like shielding on wires and can be a source of misfiring under load when voltage requirements are the highest. Good, clean insulation from one end of the ignition system to the other is important for proper operation.

Rusted Bumper Bolts

WHEN BUMPER GUARD retaining bolts are so rusted that the bolt shoulder turns in the guard, try this idea to keep them tight. Cut a short length of pipe to fit over the frozen nut and extend slightly beyond it. Since the threads on these bolts are long, slip the pipe over the frozen nut, back it up with a washer, then use another nut behind this to lock the entire assembly. In this manner, the old frozen nut is ignored but the bumper is tight.

Chevrolet Engine Changes

VALVE LASH adjustment on six-cylinder Chevrolet truck engines has been changed. New adjustment is as follows:

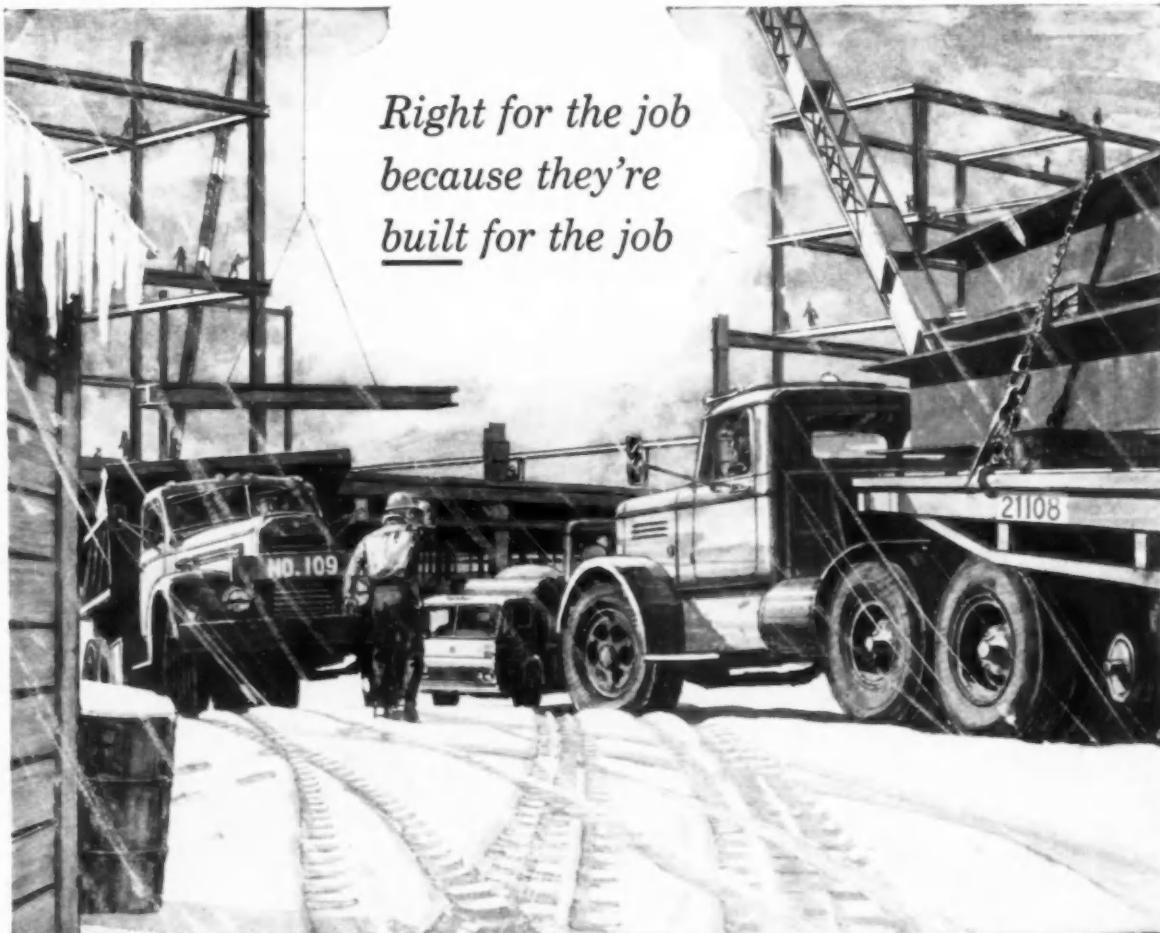
Truck rating	Intake (hot)	Exhaust (hot)
1/2, 3/4, 1 ton	.006	.018
1 1/2, 2 ton	.006	.020

Installed valve spring height on all 348 cu in Chevrolet V-8 truck engines has also been revised. The preferred height is now 1 21/32 in. with a permissible top limit of 1 3/4 in. Use a 1/16 in. shim beneath the spring to maintain height of both intake and exhaust springs within these limits.

Tire Lube

SOME FLEET OPERATORS have discovered that tubeless tire lubricants also help tube tire service. It must be remembered when mounting tube and flap truck tire assemblies, that the flap be properly centered, and folds and

(TURN TO PAGE 20, PLEASE)



Evans heaters keep windshields clear, drivers comfortable—even in snow and sleet!

EVANS HEATERS ARE RIGHT FOR TRUCKS BECAUSE THEY'RE BUILT FOR TRUCKS

It goes without saying that your trucks have to be *truck built* all the way through. Including the heaters!

You'll find *every* Evans heater is *truck built*. Each is designed to meet the specific requirements of the type truck it is to serve. This means both correct BTU output and proper heat distribution . . . something a warmed-over car heater cannot provide.

It also means longer heater life. To prove it, Evans backs every heater with a parts "repair or replace" warranty good for a full year or 50,000 miles, whichever occurs first.

There's an Evans truck-built heater available for *every* size and type truck in *your* fleet. For complete information, write: Evans Products Company, Dept. Q-10, Plymouth, Michigan.

Regional Representatives: Cleveland, Frank A. Chase
Chicago, R. A. Lennox Co., Inc.; Detroit, Chas. F. Murray Sales Co.
Allentown, Pa., P. R. Weidner

EVANS PRODUCTS COMPANY ALSO PRODUCES:

railroad loading equipment, bicycles and velocipedes; "Evanite"® fir plywood,
fir lumber; "Evanite"® battery separators; Evanite hardboard;
Haskelite doors; Evanite Plywall.

EVANS PRODUCTS COMPANY
PLYMOUTH, MICHIGAN



48

Look for this nearby
Goodyear dealer sign
for better tire values—
better tire care.



"Even a



Hi-Miler-T. M. The Goodyear Tire & Rubber Company, Akron, Ohio

Buy and Specify Tubeless or Tube-Type



GOOD YEAR

MORE TONS ARE HAULED ON

487-mile detour couldn't stop Cross-Rib-

*and it's doubling our tread mileage
on our 5,400-mile Alaskan run!"*

How Lynden Transfer, Inc., Lynden, Wash., gets greater traction, plus lowest tire-cost-per-mile.

"When your trucks need 285-gallon fuel tanks—when shut-off engines freeze in seconds—when your drivers carry shovels, picks, axes and camping equipment—then, mister, you're on the Alaskan run!"

"It's a terrific test of tires," continues Lynden co-owner, Glenn Parish. "We haul 18-ton loads from Seattle to Fairbanks or Anchorage—5400 miles round-trip, any one of which can be a tire's last.

"Rough gravel most of the way, razor-edged shale—a killing combination that's frozen stiff in winter, dust-dry in summer and deep mud in fall. Traction problems, breakdowns and tire-cost-per-mile were robbing our profits. Then we tried Hi-Miler Cross-Rib."

"Since switching to Hi-Miler Cross-Ribs, we have

DOUBLED our tread-mileage on the Alaskan run. And plenty of nonskid depth is left when we switch them to local service!

"As for traction and durability—well—when the Peace River bridge collapsed last fall, Cross-Rib took us through a 487-mile detour.

"The worst part was when we had to ford Beatton River. First, a 3-mile downgrade so steep, narrow and twisting that slips could be disastrous. The river was floor-board high, the bottom was scraped rock. But we made it, plus the 3-mile climb up the other side—even though we never got out of 3rd!"

"And mark this: we didn't have a single breakdown or traction delay in all that 487-mile trip! It's a sure bet we're sold on Cross-Rib for lowest cost-per-mile!"

The Lynden fleet includes 35 tractors and 26 trailers. For other interesting Cross-Rib case histories, contact your Goodyear dealer—or Goodyear, Truck Tire Dept., Akron 16, Ohio.

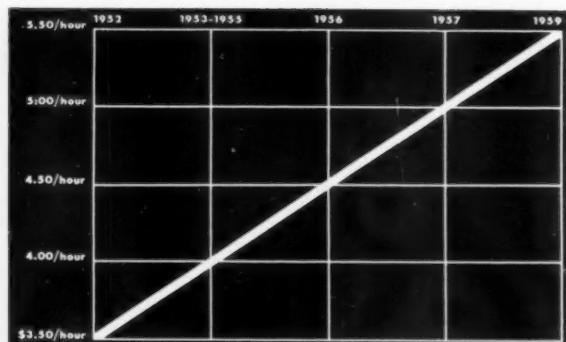
**HI-MILER CROSS-RIB
EXTRA RUBBER plus TRIPLE-TOUGH**

Watch "Goodyear Theater" on TV—every other Monday, 9:30 P.M., E. D. T.



TRUCK TIRES

GOODYEAR TRUCK TIRES THAN ON ANY OTHER KIND



A PROVEN ANSWER TO RISING LABOR COSTS

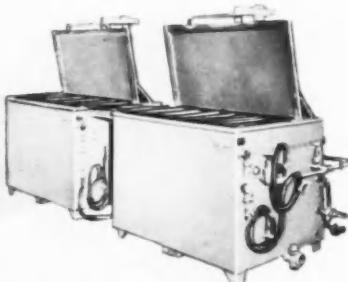
When you use a skilled mechanic's time for manual cleaning of dismantled parts, 90% of your cleaning cost goes for labor!

Yet you can save this skilled, high-cost labor for really profitable mechanical work by adopting the proved Magnus method for parts cleaning—combining versatile Magnus Aja-Lif cleaning machines and Magnus #755 decarbonizing compound.

THE MAGNUS METHOD:

- Frees mechanics for other, profitable work
- Cleans down to bare metal
- Cuts cleaning time by two-thirds
- Saves money
- Cuts "messy jobs" and wasteful wash-ups
- Dependable

MAGNUS
AJA-LIF



Magnus Aja-Lif cleaning machines are available in a wide range of sizes from small, inexpensive bench models to large, special machines. Whatever size parts you want to clean, you can have the benefits of the proved Aja-Lif principle of thorough, effective mechanical agitation.

MAGNUS #755

Coupled with Magnus Aja-Lifs, Magnus #755 is a simple answer to complete parts cleaning including sludge and carbonized oil.

WRITE TODAY for special bulletins outlining how you can cash in on this money-saving Magnus method. Address Magnus, 38 South Avenue, Garwood, New Jersey.



CCJ | AT YOUR SERVICE

Continued from Page 16

creases be avoided. Furthermore, for good performance it is essential that flaps be mounted so that no tension is exerted on them during service. This can be accomplished by proper lubrication of the flap and tire before the assembly is mounted on the rim, and by inflating, completely deflating, and then reinflating.

Mack Motor Oils

HERE IS THE latest motor oil recommendations for use in Mack gasoline engines as reported by the Chek-Chart Corp.

	Multiple-SAE No.	Viscosity No.
Above +32°F	30	20W-40, 10W-30
+32°F to 0°	20W	10W-30, 20W-40
0° to -20°F	—	5W-20, 10W-30
Below -20°F	—	5W-20

Note: Use heavy-duty truck and bus type multi-grade oils only.

Plymouth Clutch Spring Adjustment

OVERCENTER SPRING adjustment on Plymouth's with manual transmissions is important to insure correct clutch pedal operation. Says Plymouth, when adjusting an overcenter spring, disconnect the clutch pedal rod at the upper end. To do this, remove the spring clip from the pedal rod stud. Next, move clutch pedal to the floor and loosen the overcenter spring adjusting nut with a wrench until it is free, then tighten finger tight. Next, tighten the adjusting nut (against the spring bracket) five complete turns on 6-cyl models and seven complete turns on V-8's. Reinstall clutch pedal rod and clip and check pedal action.

If heavier pedal action is desired, loosen the nut one turn; for lighter action, tighten one turn.

Diamond T Gives Power Steering Tip

RECOMMENDED oil for use in hydraulic power steering systems is Type A automatic transmission fluid. However, in a recent service bulletin, Diamond T states: "Under emergency (TURN TO PAGE 24, PLEASE)



GREY-ROCK "TIMBER KING" MOLDED-WOVEN BLOCKS —YOUR BEST ANSWER TO HEAT FADE, EXCESSIVE WEAR, COSTLY DRUM REPLACEMENT

Many fleet brake problems can be licked with regular Grey-Rock molded blocks. But where braking conditions are severe—where something more rugged is needed—Grey-Rock "Timber King" molded-woven combinations are your best answer to heat fade, excessive wear, and costly drum replacement.

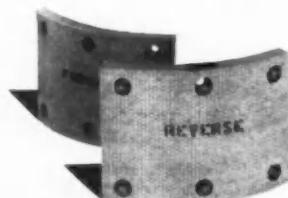
The secret of "Timber King" is a woven block used in combination with the right molded block. A special

weave provides slight compressibility, assuring full lining-to-drum contact, eliminating localized high temperatures. Zinc alloy wire in the woven block draws heat from the braking surface—helps "condition" the drum.

If you want to improve your cost-per-mile—give Grey-Rock "Timber King" a try on your fleet. They can save you real money in better braking, better wear and longer drum life! See your Grey-Rock jobber.



For light trucks... Grey-Rock Balanced Trucksets
They're special lining combinations—woven, molded and woven-molded combinations—engineered for light and medium trucks. You get more miles between relines, less drum replacement, lower maintenance costs—all adding up to lower cost-per-mile.



Only **Grey-Rock** makes
BALANCED BRAKSET LININGS

BALANCED BRAKSETS • TRUCKSETS • BRAKE BLOCKS • VEE-LOK® CLUTCH FACINGS
GREY-ROCK DIVISION of Raybestos-Manhattan, Inc., Manheim, Pa.



RAYBESTOS-MANHATTAN, INC., Brake Linings • Brake Blocks • Clutch Facings • Mechanical Packings • Asbestos Textiles
Industrial Rubber • Sintered Metal Products • Engineered Plastics • Rubber Covered Equipment • Abrasive and Diamond Wheels
Industrial Adhesives • Laundry Pads and Covers • Bowling Balls

RED LINE SPECIAL

**JACK-'N-HORSES
combination buy**

Now, for the first time ever, and only from Blackhawk! A terrific capacity-rated, matched package of Service Jack and Horses! The combination buy of all time! It's the equipment you need for the fall service rush! The basic tools you'll use year after year. So choose the Jack-'N-Horses red line special you want . . . from the long red line listed below . . .

Here are your red line special Jack-'N-Horses combination buys for every lifting job. For faster fleet transmission service its the new T-4. This heavy duty model supports, positions, securely holds all shapes, all sizes, all makes of automatic transmissions, differentials and clutches. And for quick tire changes, brake adjustments, inspections, pick from the most dependable, most complete line of heavy duty service jacks on the market. Remember, with every jack—a matched pair of rugged horses too!

T-4	\$249.50	SPECIAL T-4 hydraulic transmission jack (1-ton capacity)
AX-7 horses	\$ 31.30	PLUS matched set of AX-7 horses. YOU SAVE \$16.30!
Total	\$280.80	
Red Line Special	\$264.50	
You save	\$16.30	

SPECIAL S-4 hydraulic service jack (4-ton capacity)
PLUS matched set of AX-5 horses. **YOU SAVE \$11.40!**

**See your Blackhawk jobber now and save!
Red Line Special closes November 30, 1958.**



Watch for more long red line news coming from
BLACKHAWK®

BLACKHAWK MFG. CO., Dept. J-11108, Milwaukee 46, Wisconsin



Clyde Cramer (left) Owner and General Mgr., Clyde L. Cramer Trucking Service, Findlay, Ohio, checks the performance record of a Cooper Road-Master Extra Mile tire with driver Don Routzon.

Cooper Road-Masters give Ohio Trucker freedom from tire trouble

Clyde L. Cramer Trucking Service operates 30 pieces of equipment for lease or hire throughout the east and midwest. Units include straight trucks, tankers and over-the-road trailers which are almost always on the "go." Tire trouble was a major cost problem on this operation. One tire brand after another was tried without success. Then a Cooper truck tire dealer recommended Road-Master Deep Treads for drive wheels and Road-Master Extra Mile tires for front and trailer wheels. Clyde Cramer says, "We just don't have any tire trouble with Cooper Road-Masters. Mileage has increased. Our tire costs are in line for the first time in years."

Trouble cushioned away

There are two special reasons why Cooper Road-Masters stop tire trouble to a degree never before possible. Cooper recently installed the industry's newest and most advanced cord processing mill. Appropriately called the "million dollar marvel," this completely electronic mill super processes Cooper "Hi-T" truck tire cord to new and superior dimensions of

lasting resiliency and strength. Actually stronger than steel cable pound for pound, Cooper "Hi-T" cord and exclusive Cooper Shock-Guard construction give extra layer strength and cushioning to every Cooper Road-Master. This is why these tires are practically damage-proof, give phenomenal original mileage and up to 4 and 5 bonus recaps.

Call Your Cooper Truck Tire Dealer Today

Cooper Road-Masters have meant freedom from tire trouble and higher payload profits for hundreds of operators. Now available in three price ranges and types. Both "Hi-T" rayon and nylon construction. Call your Cooper truck tire dealer. Or write direct for complete details. Cooper Tire & Rubber Company, Findlay, Ohio.



Cooper Road-Master Deep Treads mounted on tractor unit. These tires are built with a 40% deeper tread and give up to 65% more mileage.



Cooper Tires

. . . miles ahead

Continued from Page 20

conditions when it may be necessary to add oil and Type A fluid is not available, SAE 10 regular engine oil may be used; however, the original fluid should be drained from the system. Do not intermix Type A and SAE motor oil. When Type A fluid is available drain the motor oil and refill with Type A."

Multiple-Blend Pump

RECENTLY, the Wayne Pump Co. made available to individual buyers, a multiple-blend fuel pump similar to the ones used by Sunoco stations. This pump offers possibilities to fleet operators, regardless of the brand of fuel they may use. The Blend-O-Matic pump, as it is called, blends as many as nine grades of fuel from two basic grades. For mixed fleets having a variety of vehicles with different power plants, a fleet operator could "blend" the proper octane rating for each particular type or make of engine. He no longer would have to buy a higher octane fuel needed in only a few vehicles.

Power Brake School

FLEETS HAVING equipment with Bendix power brakes, car or truck, can send mechanics to a Bendix Service school for free brake maintenance instruction. Subjects include operation, maintenance, installation and service analysis.

Fleets wishing to enroll mechanics in one of the schools should contact their nearest Bendix distributor or write to the Training Director, Bendix Products Division, South Bend 20, Ind.

Fleet Says Careful Lube Pays

PENN YAN Express, Penn Yan, N. Y., says it has cut its lube costs almost in half using a combination molybdenum disulphide plus lithium base grease. Penn Yan is a common carrier, operates some 58 tractors in a four-state area.

Penn Yan's maintenance program includes a lube job and oil change every 5000 miles. Grease used is resistant to water, acids and alkalis, withstands high pressures. Gulf Oil Corp. calls it "Gulflex Moly."

Penn Yan President Bob Hinson says he has some Brockway tractors with 750,000 miles on the original engine bearings—a few with over 1,000,000 miles. Penn Yan checks and tunes-up tractors every 15,000 miles. At the tenth check—

(TURN TO PAGE 28, PLEASE)



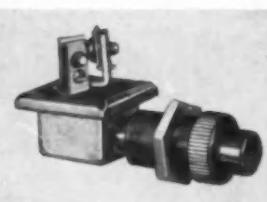
Polarized Four-Pole Trailer Connector Assembly for Passenger Cars.



Underwriters' Laboratory Approved Toggle Switches With or Without Wire Leads.



Complete Electrical Control Switch Panel for Electric Starting Requirements.



Moisture and Dustproof Momentary Starter or Choke Switch.

COLE-HERSEE CO.



COLE-HERSEE CO.
Over 40 Years of Consistently Better Products

20 OLD COLONY AVENUE, BOSTON 27, MASS.

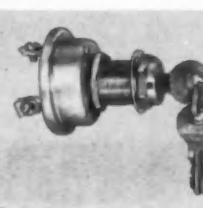
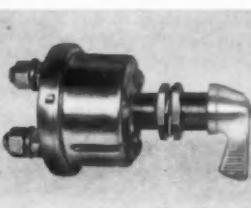
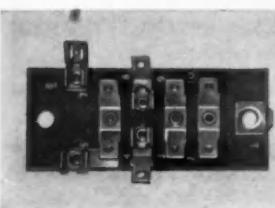
Quality AUTOMOTIVE and TRUCK ELECTRICAL PRODUCTS

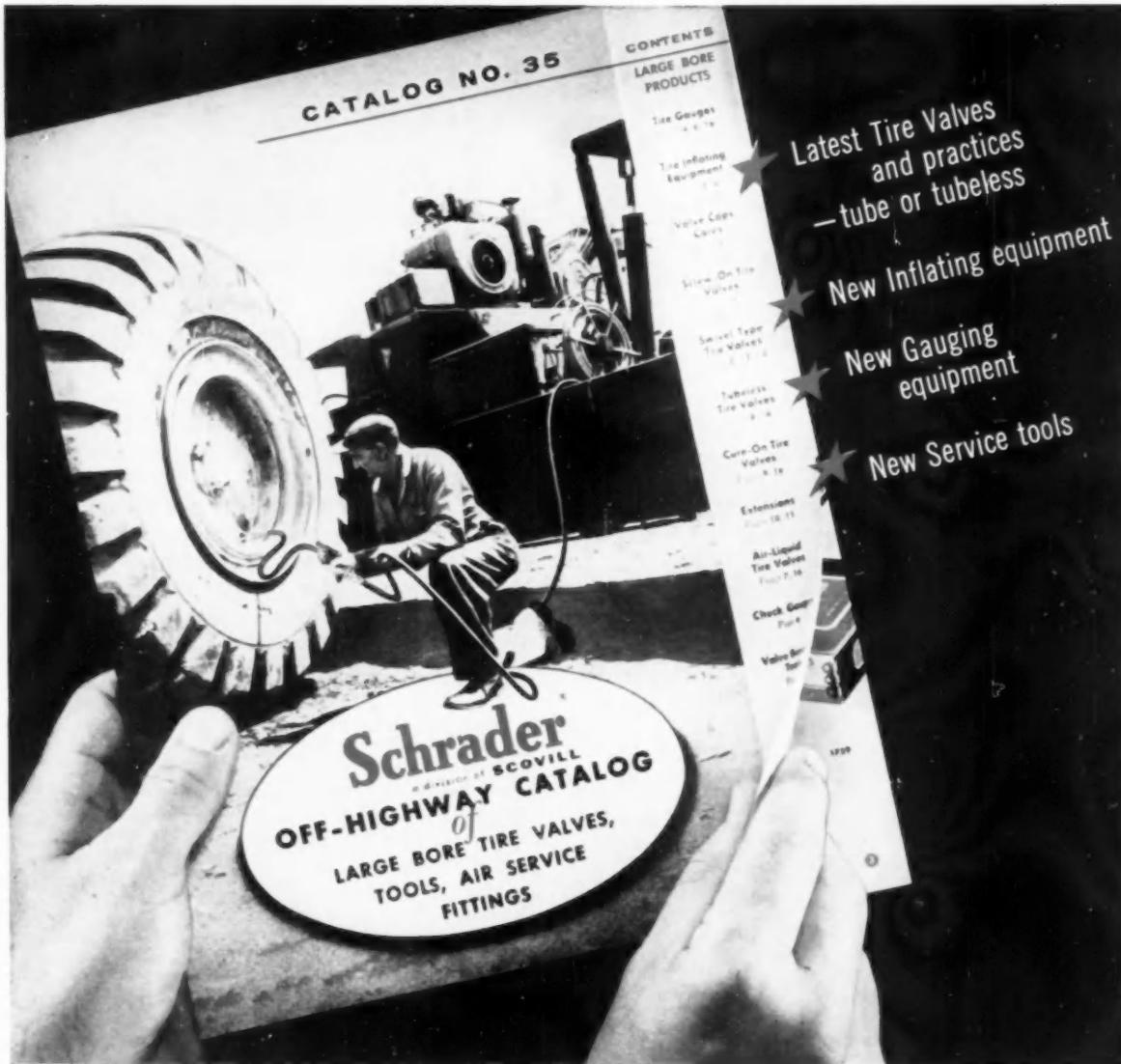
Terminal and Fuse Blocks With Fast Slip-On Type Terminals.

Battery Master Disconnect Switches. Single and Double-Pole Versions.

Combination Ignition Starter Switches With Coded Tumbler Lock and Keys.

Pilot Lamps — Gasketed, Waterproof With Clear or Red Faceted Lenses. Single or Double Contact. 6, 12 or 28 volts.





NEW! OFF-HIGHWAY TIRE SERVICE SHORTCUTS

This catalog should be in the hands of everyone responsible for maintaining off-highway tires. Packed with data, specifications—full lines of all the latest, most practical valves, tools, fittings—easy to find information. If you haven't already received your copy, send for this catalog today.

A. Schrader's Son • Division of Scovill Mfg. Co., Inc.
470 Vanderbilt Ave., Brooklyn 38, N. Y.

CCJ

I am responsible for
Off-highway Tire Main-
tenance. Please send
me a copy
for my use

copies for Tire
Service Personnel

Name _____

Company _____

Address _____

City _____ Zone _____ State _____

Schrader®
a division of SCOVILL

FIRST NAME IN TIRE VALVES
FOR ORIGINAL EQUIPMENT AND REPLACEMENT

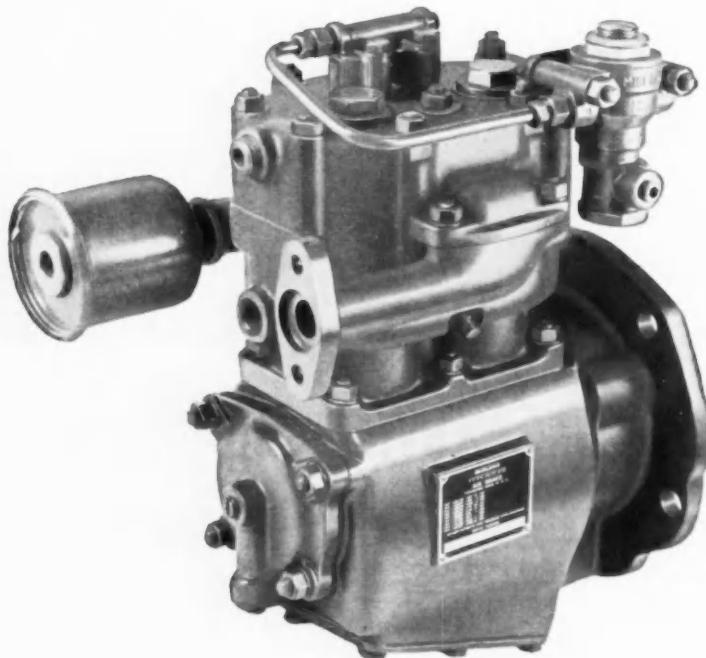
MIDLAND

Air Compressor Protects You Against Oil Passage, Carbon . . . Provides Dependable, Trouble-Free Service!

For air braking systems on trucks, trailers, or buses — or wherever compressed air is required — you'll get better, longer, *more dependable* performance from Midland Compressors.

Midland Compressors reduce oil passage to a minimum . . . so, no carbon, no headaches . . . In short, Midland Air Compressors have all the advantages anyone who needs compressed air could hope to have in one product: (1) less power re-

quired per cubic foot of air; (2) no oil-passing worries; (3) cooler operation; (4) governor mounted on compressor itself for simplicity; (5) lighter weight; (6) so easy to install; (7) maintenance a cinch (only 1 simple adjustment to control reservoir pressure range) . . . Man, what a compressor! Your nearest Midland Distributor (they're everywhere) will be happy to give you the complete story . . . or you may contact the factory direct.



BIG MODEL 12—the Heart of the air system—provides ample pressure and volume for every air need. Rugged performance and dependability!



MIDLAND-ROSS CORPORATION

OWOSO DIVISION • OWOSO, MICHIGAN
Export Department: 38 Pearl Street, New York, N.Y.

The Only Complete Line of Braking Equipment



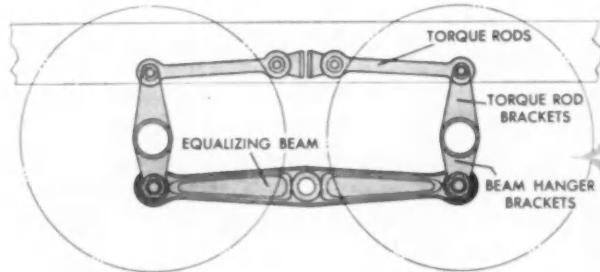


45 YEARS OF LEADERSHIP!

**HENDRICKSON
TANDEM**

Why Hendrickson Tandem Suspension is Superior!

Basis of Hendrickson Tandem Suspensions is the equalizing beam. It uses the lever principle to reduce the effect of road irregularities up to 50% and eliminates load transfer. Below axle suspension gives added leverage to absorb torque and lowers center of gravity. Hendrickson design and torque rod construction permit extreme flexibility while maintaining perfect axle geometry. The springing medium (steel, rubber or air) performs *only* the job of cushioning the load. Rubber bushings eliminate lubrication requirements. The 4-point frame mounting eliminates stress concentration on frame. Hendrickson patented vertical drive pins on "RS" and "AR" Series maintain perfect axle alignment at all times.

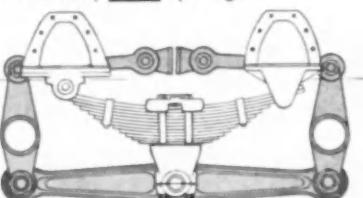


ALL HENDRICKSON TANDEM SUSPENSIONS ARE INTERCHANGEABLE BETWEEN TRUCKS, TRACTORS AND TRAILERS — AND ARE ALSO INTERCHANGEABLE BETWEEN MAKES OF AXLES. Parts inventories can be reduced! Fleet operators can specify the design best suited for each particular operation.

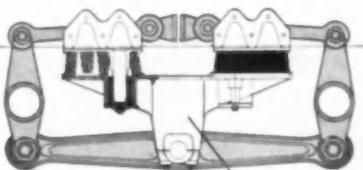
NOW! HEAT TREATED LIGHTWEIGHT FORGED STEEL OR FORGED ALUMINUM EQUALIZING BEAMS FOR ALL THREE SERIES OF HENDRICKSON SUSPENSIONS.

In 1926, Hendrickson, already experienced in the automotive manufacturing field, developed the basic tandem axle suspension design which is today the recognized standard of the industry.

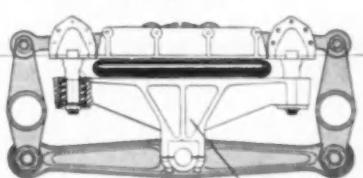
RT SERIES, steel springs



RS SERIES, rubber load cushions



AR SERIES, air springs



Aluminum saddle and air reservoir, standard on "AR" Series.

STEEL, RUBBER OR AIR SPRINGS IN ONE BASIC DESIGN!

HENDRICKSON MFG. COMPANY • 8001 West 47th St. • Lyons (Chicago Suburb), Illinois

SAVE \$800 with \$40 Recorder



*Automatically Records
every minute of
TRAVEL TIME
IDLE TIME . . .*
can even record engine idling time!

Here's the business-like way to check up on delays and overtime. It also gives you a basis for improving scheduling.

Many companies have bought these by the dozen and now have hundreds in daily use. Good drivers like the SERVIS RECORDER and its record of a good day's work.



*This "Time Clock" is called
SERVIS RECORDER*

It makes a clear record on permanent charts. Motion of your truck activates the recorder. No mechanical hook-up is involved. It couldn't be simpler or more dependable. Write today for "The Instrument that Cuts Truck Costs."

THE SERVICE RECORDER COMPANY
1013F Rockwell Avenue • Cleveland 14, Ohio

CCJ AT YOUR SERVICE

Continued from Page 24

150,000 miles—engines are torn down and new piston rings installed. At this time, cylinder wall wear ranges between 0.004 and 0.005 in.

The fleet lubes transmissions and rear-ends with a non-corrosive, mild-type extreme pressure lube (Gulf's Transgear Lubricant, EP). Transmissions are checked also at the 150,000-mile mark and bearings replaced if necessary. On Penn Yan's Eaton 2-speed rears, Hinson says they average 250,000 miles before they require repair.

Ford Corrects Surging Problem

FORD reports that 1958 cars and trucks equipped with a 6-cyl engine may have a carburetor surging problem. To correct this condition, remove the original No. 59 main jet and replace with a No. 62 main jet which will give a slightly richer mixture.

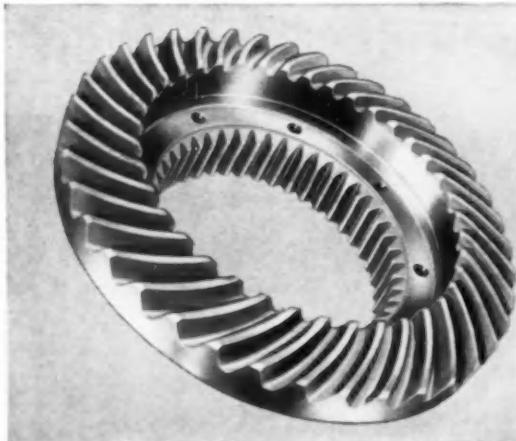
Keep Moisture Out

HERE'S AN interesting idea for keeping moisture out of front wheel outer bearings. Put a layer of grease on the inside of the hub cap. In most cases, the grease will absorb moisture and prevent it from reaching the bearings.

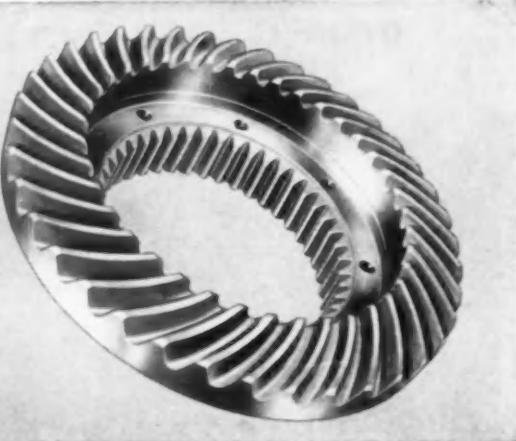


"I understand your doctor recommended exercise and I ain't got your starter rewound."

They May Look Alike . . . but they're Not!



Replacement Ring-Gear
Made by Eaton—Axle Division



Replacement Ring-Gear
Not Made by Eaton

Only Genuine Eaton Axle Service Parts are Identical to the Original Production Components

Even Eaton Axle parts may wear out and require replacement. When this happens it is important that repairs be made with Genuine Eaton Axle Service Parts. They are identical to the original production components in design, metallurgy, heat treatment, and quality of finish—made to run together with the other axle parts. Eaton replacement parts are held to the rigid quality standards established for axle components and will deliver the same dependable, low-cost kind of service. So when, after thousands of miles of trouble-free operation, it may become necessary to replace worn parts in an Eaton Axle, it's most economical to make these replacements with Genuine Eaton Axle Service Parts.

MORE THAN TWO MILLION



EATON
AXLES

IN TRUCKS TODAY

EATON



® **PRODUCTS:** Engine Valves • Tappets • Hydraulic Valve Lifters • Valve Seat Inserts • Jet Engine Parts • Hydraulic Pumps
Motor Truck Axles • Permanent Mold Gray Iron Castings • forgings • Heater-Defroster Units • Automotive Air Conditioners
Fastening Devices • Cold Drawn Steel • Stampings • Gears • Leaf and Coil Springs • Dynamatic Drives, Brakes, Dynamometers

— AXLE DIVISION —
MANUFACTURING COMPANY
CLEVELAND, OHIO

ENGINEER'S FIELD REPORT

PRODUCT

RPM DELO OIL

FIRM FISH TRANSPORT CO. INC.
New Bedford, Mass.

Just .004" liner wear in 270,000 miles with RPM DELO



In 6 years of using RPM DELO Oil, Fish Transport Co. has never had a road breakdown from lubricant failure. "Last year, when one of our Macks was down for periodic inspection, we found less than .001" wear on main bearings...only .004" on cylinder

liners, although it had run 270,000 miles in two years," says fleet manager Bernard Finkle. "Since then this same truck has gone another 100,000 miles, and it's still going strong." Firm's fleet includes Internationals (above), Macks, GMC's, Autocars.



"Rushing perishable fish (left) to market in less than 7 hours, we can't risk breakdowns," says Mr. Finkle (right). "We've used RPM DELO exclusively for 6 years with excellent results. Not one of our 30 trucks has required major engine overhaul during this time." Fish Transport Co. specializes in overnight delivery to New York and Philadelphia from principal New England ports.



TRADEMARK "RPM DELO" AND CHEVRON DESIGN REG. U.S. PAT. OFF.

STANDARD OIL COMPANY OF CALIFORNIA, San Francisco 20
THE CALIFORNIA OIL COMPANY, Perth Amboy, New Jersey

Why RPM DELO Oils reduce wear—prolong engine life

- Oil stays on engine parts—hot or cold, running or idle
- Anti-oxidant resists lacquer formation
- Detergent keeps parts clean
- Special compounds prevent corrosion of bearing metals
- Inhibitor resists crankcase foaming



For More Information about RPM DELO Oils or other petroleum products, or the name of your nearest distributor, write or call any of the companies listed below.

STANDARD OIL COMPANY OF TEXAS, El Paso
THE CALIFORNIA COMPANY, Denver 1, Colorado



Happy drivers help your business ... riding on BOSTROM seats

Very likely your drivers contact your customers and the public more than anyone else in your company. Are they being courteous and helpful . . . are they always "selling" for you?

Well, if they're weary and worn out, probably not. Bouncing around in a truck all day isn't the easiest way to keep a well-regulated, irritation-free disposition.

The way to make sure your drivers have a "good will" disposition is to give them Bostrom "Level-Ride" 80 seats to ride on. This "human-engineered" suspension seat takes away 80% of road shocks and vibration—providing a 5-times-better ride. Fatigue

and irritability fade out of truck driving.

In Bostrom "Level-Ride" 80 seats, giant rubber torsion springs soak up shock *under* the seat instead of *in* the driver's body. Thus, fatigue is greatly reduced . . . efficiency, productivity and disposition are improved. Only Bostrom "Level-Ride" 80 seats offer these advantages. More than 135,000 Bostrom suspension seats in use prove their value.

You can obtain "Level-Ride" 80 seats on every make of new truck. There's also a "Level-Ride" 80 available to fit your present trucks—for replacement now. See your truck dealer or check with your Bostrom parts jobber.

Want a demonstration?
Write and we'll arrange one for you.



BOSTROM CORPORATION
133 West Oregon Street, Milwaukee 4, Wisconsin

2 reasons why engines get more power protection from Perfect Circle

PERFECT CIRCLE 2-in-1 CHROME SETS **solve problem of excessive oil consumption past pistons!**

2-in-1 Chrome sets provide the finest piston rings obtainable! Top rings and oil rings are plated with thick, solid chrome. Entire area of ring travel gets complete wear protection, *more than doubling* life of cylinders, rings, pistons. No tedious break-in is necessary, rings are pre-seated at factory.

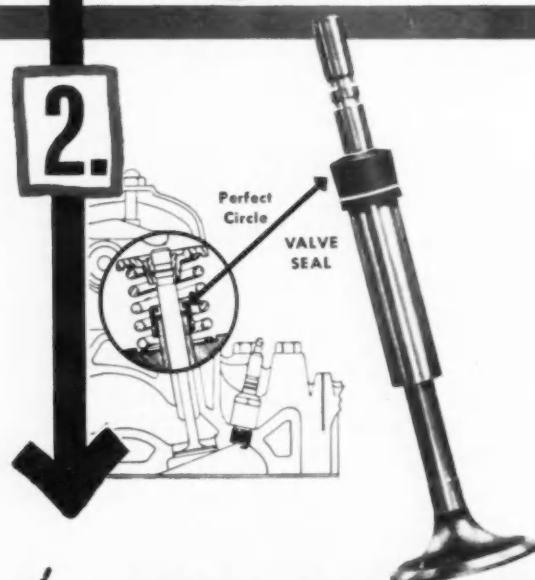
INSURE SATISFACTORY PERFORMANCE—install 2-in-1 Chrome sets for thousands of extra miles of power protection and positive oil control!



PERFECT CIRCLE VALVE SEALS **solve problem of excessive oil consumption past valves!**

New rings and restored valve efficiency produce higher compression pressures...and higher deceleration vacuum. Increased vacuum sucks oil through loose or worn valve guides. Stop this oil loss with *new* Perfect Circle Valve Seals!

INSURE SATISFACTORY PERFORMANCE—Install Perfect Circle Valve Seals on all re-ring jobs and all overhauls.



PERFECT CIRCLE

PISTON RINGS AND



POWER SERVICE PRODUCTS

Hagerstown, Indiana

Don Mills, Ontario, Canada



UP FRONT WITH

OCTOBER 1958 FLEET HIGHLIGHTS AS REPORTED BY COMMERCIAL CAR JOURNAL

MR. EXECUTIVE,

Check your brakes. Interstate Commerce Commission proposes new wording for Sections 193.42(c) and 193.48 of its Motor Carrier Safety Regulations. New wording of 193.42(c) says three-axle trucks and tractors can skip brakes on one axle, if . . . (1) such axle has only two tires in use, (2) the tires be no larger than the smallest on the vehicle, (3) there be no means for reducing or removing front wheel braking. Proposed Section 193.48 says all brakes must be operative at all times. On two-axle buses, trucks or tractors, means for reducing braking effort on front wheels cannot reduce it less than half. On three-axle vehicles with brakes on all wheels, means for reducing braking effort are permitted on front axle. In either case, such reduced braking can't be used except when operating under adverse conditions such as wet, snowy or icy roads. Brakes on towed vehicles in driveway or towaway operations must comply with Section 193.42(b). You have until Nov 14, 1958, to comment on or protest these new rules. Mail one original and 14 copies to Harold D. McCoy, Secretary, Interstate Commerce Commission, Washington 25, D. C.

HIGHER TAXES

for highway use will probably be debated by Congress come January. Federal Budget Director says the Highway Trust Fund will be in the red by the middle of 1960. Choice is to transfer money from general funds or increase federal highway use taxes. Decision on what to recommend to Congress is expected by mid-November. Best bet is to contact your Congressman now. Be sure he knows where you stand.

SAFETY CHECK

made by Interstate Commerce Commission in mid-June showed little change as compared to one made in mid-May (Aug., page 68). Out of 19,388 units inspected, one out of eight were put "out of service." In one of the most comprehensive reports yet made, the ICC found over three-fourths of the 10,029 trucks and combinations checked had some mechanical defect. Almost half of drivers checked were cited for driver log deficiencies, about one-fourth for doctor's certificate defects. It was disclosed last month in Philadelphia, that the . . .

ICC IS

studying whether or not violations of Safety Regs pertaining to drivers should be grounds for an "out of service" sticker. Reason is that ICC records show only six per cent of accidents due to mechanical failure, 94 per cent due to driver failure. COMMERCIAL CAR JOURNAL sent its Washington editor to get further details from the Commission. He reports present Safety Regs concerning driver selection are considered more of a preaching than a positive solution to the problem of unsafe drivers. Describing the question of getting unsafe truck drivers off the road as a "tremendously important one with many ramifications," Ernie Cox, Bureau of Motor Carriers Safety Section chief, says the ICC can't very well spell out how many violations a driver should be permitted before he is considered a candidate for firing.

DETROIT DISPATCH

SMALL TRUCKS ARE getting attention from U. S. builders. Reason is the popularity of foreign-built light trucks such as Volkswagen. In this issue, page 96, is one answer—International's new 2,800-lb "Metro-Mite" powered by a 4-cyl engine. Next month, Montpelier Mfg. Co., a body builder, will announce its version of a small truck. It has a unitized body and frame with 104-in. wheelbase, 250 cu ft of load space. It too has 4-cyl power available. Also known to be studying similar small trucks are Ford and General Motors.

NEW POWER TRANSMISSION FOR PD-4104 intercity coaches is announced by GM. Called "Hydrashift," it has four forward speeds, each with an overdrive. Split-shift is accomplished with a shift lever-mounted push button. Hydraulic pressure operating through a dual clutch system does the actual work.

LETOURNEAU IS back in business. First new product is a self-propelled earth-moving scraper. Models available are in the 70 and 125-ton class (about 50 and 100-cu yd capacity). Individual electric motors drive each wheel. Power comes from a 600-hp diesel-electric generator.

SERVICE TRAINING CENTERS IN some 35 locations are under consideration by Ford. They'd be similar to present facilities operated by Chrysler and GM.

NEW TIRE CORD, AS predicted last month, is now in production. Named "Tyrex," it's described as a cellulose-type cord. Major rayon producers have joined together in a non-profit corporation to make the cord. It's been extensively road-tested. One tire maker, Firestone, has run-up 4,000,000 test miles, says Tyrex cord tires will be used as original equipment on 1959 passenger cars.

WASHINGTON WATCH

SPARE LAMPS AND tools to replace them are no longer required on vehicles subject to ICC Safety Regs (unless there are state regulations). The Commission has deleted Sections 193.95 (b) and (e) from its rules. Spare fuses —(Sec. 193.95 (c))—are still a must.

ACCIDENT REPORTS TO the ICC may be used by Commission or federal attorneys in Commission or court proceedings instituted by the Commission if a proposed change to Section 194.1 of the Safety Regs goes into effect. You have until the end of this month to submit your views. Send one signed original and 14 copies to Secretary, Interstate Commerce Commission, Washington 25, D. C.

BUREAU OF PUBLIC ROADS HAS new Commissioner. He's Ellis L. Armstrong, former Utah Highway Director. Robert W. Minor has resigned as an Interstate Commerce Commissioner to become a vice president of the New York Central Railroad. Charles A. Webb, who has been a legislative assistant to Senator Bricker of Ohio, has been appointed to fill out Minor's term expiring Dec. 31, 1958.

STATES NOW have federal OK to enter into interstate compacts affecting uniform traffic laws, highway safety and driver education under PL85-684.

TRUCK-RAIL THROUGH rates have been published by Consolidated Freightways and Rock Island Railroad. They cover some 50 points served by Consolidated, some 22 served by the Rock Island. The onewaybill, division-of-revenue rates cover piggy-back traffic with the railroad paying a daily rental on the motor carrier's trailers. If traffic warrants, more points will be added. In fact, says Consolidated, "We're willing to make rates with railroads in all the territory we serve."

TWO-WAY RADIO order has been issued by Federal Communications Commission. In brief, the order (1) makes for-hire carriers within single urban areas eligible for motor carrier radio service licenses in the 152-162 megacycle band, and (2) makes from 159.495 to 160.200 megacycles available to for-hire motor carriers without distinction between local and line haul operations.

INTERNATIONAL IS reported readying three new V-8 engines for its '59 line. One will be offered on lighter units which previously have been available only with 6-cyl engines.

GAS TURBINE ENGINES ARE moving forward. Ford says turbine wheel cost and heat exchanger performance are under control. Chrysler says it's nearing the point where experimental gas turbines "will be superior to any piston engine we can foresee."

TRACTOR RIDE IS likely to become smoother as result of studies now being carried on by truck makers. Aim is to lessen tractor vibration due to fore and aft pitch of the trailer. Pointing out that the distance from the fifth wheel to the driver's seat acts as a lever to magnify trailer pitch, Janeaway Engineering goes into production soon on a new fifth wheel designed to reduce cab shake from this source.

AASHO ROAD TEST BEGINS middle of this month. Sponsored by American Assn. of State Highway Officials (AASHO), it's being conducted by Highway Research Board, National Academy of Sciences. A special report on page 86, this issue, gives the facts on how it affects your highway use taxes.

MCLEAN TRUCKING, FIRST of this month, paid stockholders their 25th consecutive dividend. A pioneer in the trend to public ownership through freely traded stock, McLean is subject of a special 16-page report beginning on page 69, this issue.

LEASING REG CHANGE that would allow motor common carriers to lease vehicles to shippers (July, page 34) is opposed by American Trucking Assns. and all nine of its carrier conferences. Effect would be to (1) illegally extend operating authorities, and (2) push rates down to their lowest possible level, it tells the Interstate Commerce Commission. Private Truck Council of America says leasing of trailers is OK but rental of power units needs further study.

TRUCK TONNAGE

JULY INTERCITY truck tonnage of general freight was 2.4 per cent below June '58, says ATA's Dept. of Research. There was little change, however, from July '57—only a nominal drop of 0.3 per cent. Tonnage for the first seven months of 1958 was down 3.4 per cent as compared to the first seven months of 1957.

SECOND QUARTER tonnage for '58 was down 2.6 per cent from second quarter '57, off 4.4 per cent from second quarter '56—highest on record. ATA's tonnage index for 1958's second quarter was 174, third highest on record (see page 188).

Month	% Change from Previous Month	% Change from a Year Ago
July, 1958	- 2.4	- 0.3
2nd Quarter '58		- 2.6
June, 1958	+ 3.2	+ 5.3
May, 1958	+ 2.6	- 5.8
April, 1958	+ 1.9	- 5.4
1st Quarter '58		- 5.6
March, 1958	+ 6.6	- 7.6
February, 1958	- 8.5	- 8.1
January, 1958	+ 9.3	- 5.3
4th Quarter '57		+ 0.9
December, 1957	- 10.2	+ 0.2
November, 1957	- 14.4	- 4.8
October, 1957	+ 5.6	+ 0.2
3rd Quarter '57		+ 6.5
September, 1957	- 3.6	+ 4.8
August, 1957	+ 7.5	- 2.5

TRUCK AND BUS PRODUCTION

Make	Weeks Ending		Year to Date	
	Sept. 13	Sept. 6	1958	1957
Chevrolet	29		183,490	256,232
G. M. C.	969		41,655	48,916
Diamond T	122	113	3,751	3,995
Dodge	70	62	1,946	2,211
Dodge and Fargo	569		38,296	57,489
Ford		669	140,154	252,953
F.W.D.	29	18	873	815
International	1,768	1,486	64,373	87,053
Mack	265	223	10,412	12,454
Studebaker	100	80	6,917	9,632
White	357	80	11,425	13,957
Willys	2,324	1,811	58,783	52,709
Other Trucks	40	40	2,056	3,078
Total - Trucks	6,642	4,572	574,130	800,993
Buses	54	17	2,357	3,046
Total - Trucks and Buses	6,696	4,589	576,487	804,039

Source: Automobile Manufacturers Association.

IN THIS ISSUE

A NEW SERVICE FOR FLEET OPERATORS BEGINS . . . a series of **REPORTS-IN-DEPTH** on outstanding fleet operations.

First one—beginning on page 69—is on **MCLEAN TRUCKING CO.**, Winston-Salem, N. C. It's a complete but easy reading 16-page report . . . covers everything from top management, vehicle selection, maintenance, training and safety right through to what McLean has in mind for the future!

There's only one way to get a story like this. Surveys can't do it. You have to live with the fleet. This, you'll find, is just what **COMMERCIAL CAR JOURNAL'S MOBILE EDITORIAL TEAM** did. You'll find the report packed with fleet information **YOU CAN USE**.

Naturally, we're proud of it. But, like any new piece of equipment, there are "bugs" in it. So help eliminate them by dropping us a line with your comment.

The Road Ahead



25,000,000 TRUCKS WILL have used the Pennsylvania Turnpike sometime late this month. Driver who gets the 25 millionth truck ticket also gets an escort to Harrisburg where he'll be guest of honor at a special meeting of the Turnpike Commission. Big prize is a free weekend for the driver and his wife at Pocono Manor Inn.

NEW YORK THRUWAY IS giving its toll structure an overhaul. Purpose is to attract more revenue—especially by encouraging bus and truck use.

TRUCK FLEET OPERATIONS WILL be the subject of an American Management Association seminar to be held in New York City, Oct. 27-29. Several well-known fleetmen are scheduled to participate—O. K. LeBron of Hertz, H. O. Matthew of Armour, F. T. MacGowan of Borden and H. H. Lincoln of Standard Brands. If you're interested, write the Association at 1515 Broadway, Times Square, New York 36, N. Y.

FUELS AND LUBRICANTS Meeting of Society of Automotive Engineers gathers at Mayo Hotel, Tulsa, Okla., Nov. 5-6. Scheduled for discussion are engine deposits—spark plug, valve and low temperature, fuel vapor problems and fuel anti-knock performance in high compression engines.

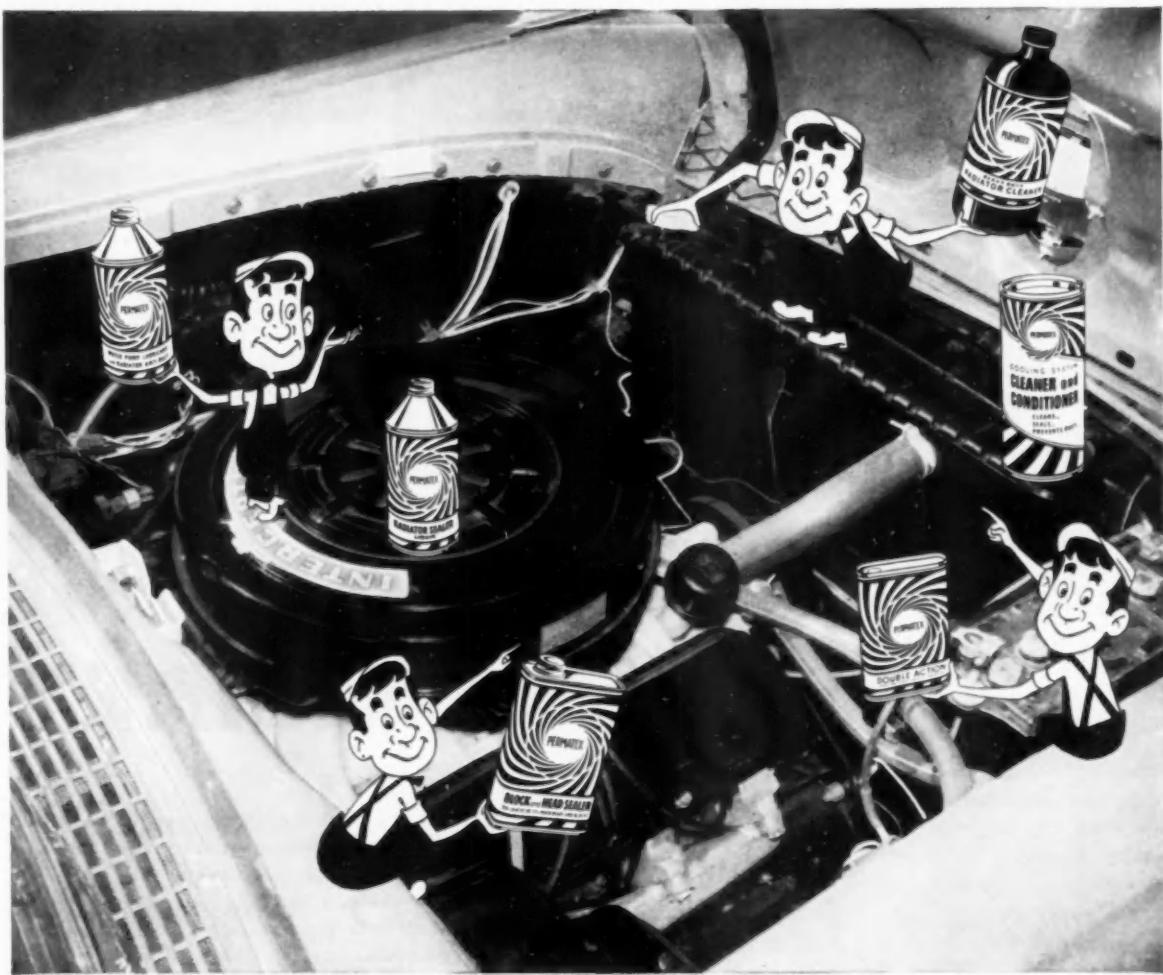
TRUCK SHOW WILL be held in the Farm Show buildings, Harrisburg, Pa., Nov. 10-15, 1958. Headlined as the first annual Mid-Atlantic National Truck Show, it will cover some 25,000 sq ft of exhibit space with the latest in trucks, bodies, other vehicle equipment. Running concurrently will be the Pennsylvania Livestock Exposition featuring a western rodeo in the Farm Show arena.

IS TWO-WAY RADIO a new cost-cutter for transit bus fleets? Rochester (N. Y.) Transit thinks so, contracted last month to equip its entire operation. On page 118 of this issue, you'll find the 10 reasons why they expect the investment to pay-off.

IT'S NEW MODEL TIME. In this issue you find details on Chevrolet and Dodge trucks for '59 plus highlights on the new Dodge, Plymouth and Rambler passenger cars. Coming-up next month, Chevrolet, Ford and Studebaker passenger cars, Ford and Studebaker trucks and a new 48-in. bumper-to-back-of-cab GMC tractor.

PRODUCTION FIGURES SHOWN below continue to reflect the "up" side of this year's "saucer" recession. For an even rosier glow, consider this: Speaking before the Cleveland Society of Security Analysts, ATA Executive Committee Chairman Neil Curry said even conservative predictions based on current rates of growth indicate truck registrations will reach some 22 million by 1983!

In thousands of units, except bus sales are in actual numbers	Truck and Bus Tires												
	New Truck Registrations		Truck Factory Sales—Domestic		Truck Trailer Shipments		Bus Factory Sales—Domestic		Replacement Shipments		Original Equip. Shipments		Inventory End of July
	July	7 Months	July	7 Months	July	7 Months	July	7 Months	July	7 Months	July	7 Months	
1958	64.3	411.9	—	—	4.1	26.8	—	—	940.0	4905.8	264.8	1910.3	3114.3
1957	79.1	501.9	76.9	541.5	4.3	36.2	302	2151	819.3	4902.6	348.7	2532.9	3219.1



WHATEVER A COOLING SYSTEM NEEDS... A PERMATEX PRODUCT FITS IT BEST

Radiator to water pump to water jacket . . . cooling systems can be headaches . . . and Permatex provides the aspirin. From major leak sealers like Block and Head Sealer to rust preventives like Water Pump Lubricant and Radiator Anti-Rust . . . Permatex has tailored the *exactly* right product to make the job easy and profitable. Be prepared with these Permatex products: DOUBLE ACTION RADIATOR CEMENT . . . HEAVY DUTY RADIATOR CLEANER . . . WATER PUMP LUBRICANT & RADIATOR ANTI-RUST . . . BLOCK AND HEAD SEALER . . . RADIATOR SEALER (liquid) . . . COOLING SYSTEM CLEANER AND CONDITIONER.

Send for your copy of the Permatex Catalog . . . which tells you how and where to use every member of this famous automotive chemical family. Ask your jobber or write us.

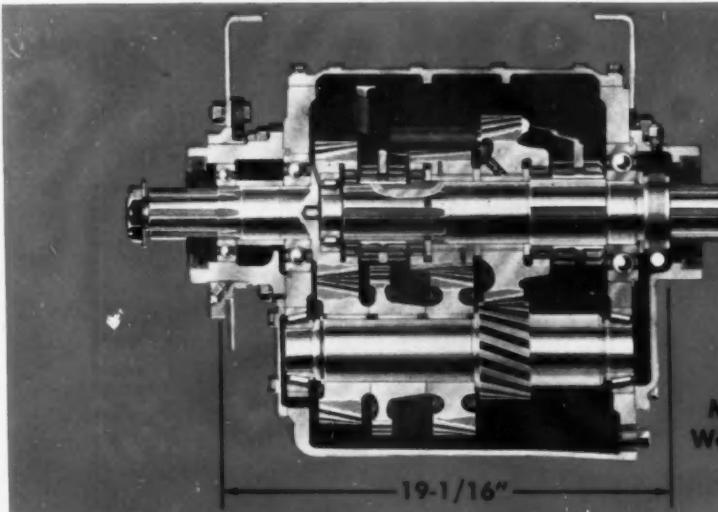
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SEALING COMPOUNDS • POLISHES AND CLEANERS • RADIATOR PRODUCTS • OILS AND LUBRICANTS • HYDRAULIC FLUIDS • SERVICE AND REPAIR PRODUCTS



**Model 3-A-65
Weight—270 lbs.**

Model No.	3-A-65
Gear	Ratio
High	.754
Intermediate	1.00
Low	2.221

Now

3-speed AUXILIARY

The Fuller Manufacturing Company now offers the most complete line of three-speed auxiliary transmissions . . . for transport, logging, construction, mining and crane carrier services . . . at lower prices than competitive units in a comparative capacity range.

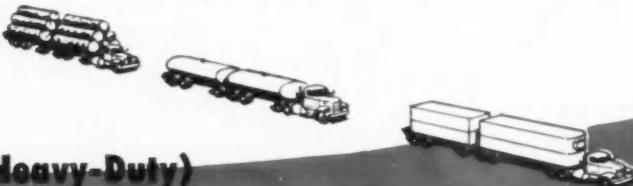
The extremely rugged heavy-duty 92 Series has been completed by the addition of 5 new sets of gear ratios, Models 3-D-92 through 3-H-92. Four new sets of gear ratios, Models 3-E-65 through 3-H-65, have been added to the popular medium heavy-duty 65 Series.

Split Gears and GO

The expanded line of three-speed auxiliary units includes splitting ratios, both underdrive and overdrive. With these splitting ratios, the engine can operate at maximum horsepower through a full range of vehicle speeds. Ideal for over-highway operation, the extra gears allow faster schedules, greater profits.

Deep Reductions

Deep reductions, in combination with splitting ratios,



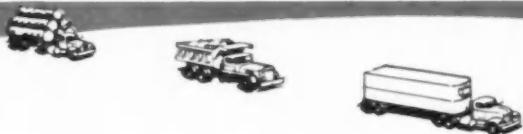
92 SERIES (Heavy-Duty)

Model No.	3-A-92	3-B-92	3-C-92	3-D-92	3-E-92	3-F-92
Gear	Ratio	Ratio	Ratio	Ratio	Ratio	Ratio
High	.74	.84	.75	.75	.84	.84
Intermediate	1.00	1.00	1.00	1.00	1.00	1.00
Low	2.09	1.24	2.64	1.24	2.09	2.64

FULLER MANUFACTURING COMPANY (Subsidiary, Eaton Manufacturing

65 SERIES (Medium Heavy-Duty)

3-B-65	3-C-65	3-D-65	3-E-65	3-F-65	3-G-65	3-H-65
Ratio	Ratio	Ratio	Ratio	Ratio	Ratio	Ratio
.804	.754	.804	.804	.754	1.00	1.00
1.00	1.00	1.00	1.00	1.00	1.32	1.32
1.239	1.239	2.221	1.74	1.74	2.221	1.74



...the most complete line of TRANSMISSIONS

offer maximum flexibility both on and off-highway where the deep reduction is required for extreme grades and soft footing, and where splitting efficiency is required for traffic conditions.

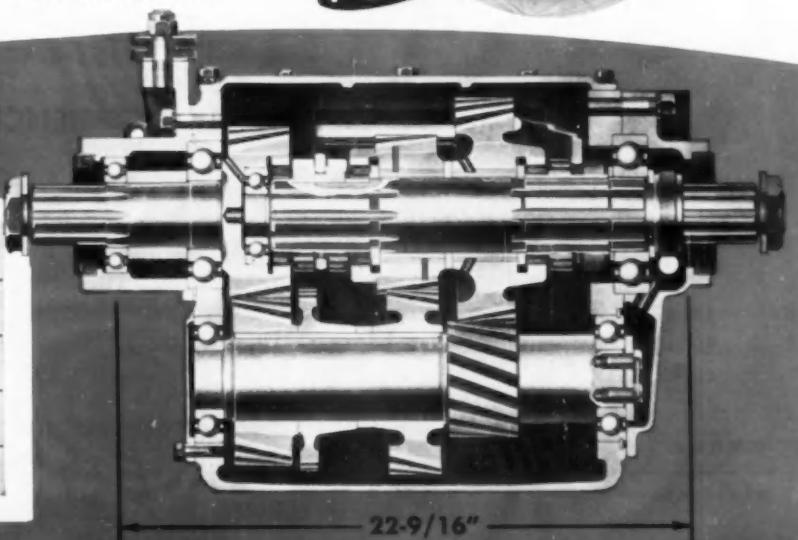
Longer Equipment Life

With engines working in the most efficient torque and horsepower range, there is less lagging . . . less wear . . . and greater fuel economy. Result: lower maintenance costs, less downtime, longer engine and transmission life.



Model 3-A-92
Weight—350 lbs.

3-G-92	3-H-92
Ratio	Ratio
1.00	1.00
1.327	1.327
2.09	2.64



Company) Transmission Division • KALAMAZOO 13F, MICHIGAN • U.S.A.

DATES and DOINGS

OCTOBER

- 9-11—National Van Lines, Annual Convention, Edgewater Beach Hotel, Chicago, Ill.
 9-11—Transportation Assn. of America, Board Meeting, Ponte Verda, Fla.
 12-15—American Transit Assn., Annual Convention, Roosevelt Hotel, New Orleans, La.
 12-15—Florida Trucking Assn., Annual Convention, Boca Raton Hotel, Boca Raton, Fla.
 12-15—North Carolina Motor Carrier Assn., Annual Meeting, Pinehurst, N. C.
 12-16—National Tire Dealers and Retreaders Assn., Trade Show, Shrine Exposition Hall, Los Angeles, Cal.
 15-18—Automotive Wholesalers of Texas, Convention, Moody Civic Center, Galveston, Tex.
 15-18—Movers' Conference of America Assembly, Statler Hotel, Washington, D. C.
 16—Pennsylvania Motor Truck Assn., Equipment and Maintenance Council Meeting.
 16-22—General Motors Motorama, Waldorf Astoria Hotel, New York City.
 20-22—Society of Automotive Engineers, Transportation Meeting, Lord Baltimore Hotel, Baltimore, Md.
 20-24—National Safety Council, 46th Annual National Safety Congress and Exposition; Traffic Safety, Congress Hotel; Commercial Vehicle and Transit Safety, La Salle Hotel, Chicago, Ill.
 21—Massachusetts Motor Truck Assn., Annual Meeting, Hotel Statler, Boston, Mass.

- 21-24—Society of Automotive Engineers, Diesel Engine Meeting, Lord Baltimore Hotel, Baltimore, Md.
 22-24—National Assn. of Motor Bus Operators, Annual Meeting, Boca Raton Club, Boca Raton, Fla.
 30—New England Transit Club, Fall Meeting, Hotel Statler, Boston, Mass.
 31-Nov. 1—West Virginia Motor Truck Assn., Annual Meetings, Daniel Boone Hotel, Charleston, W. Va.

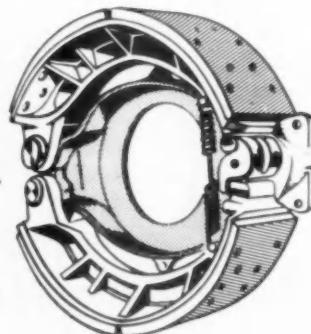
NOVEMBER

- 5-6—Society of Automotive Engineers, Fuels and Lubricants Meeting, The Mayo Hotel, Tulsa, Okla.
 6-8—Montana Motor Truck Assn., Annual Meeting, Florence Hotel, Missoula, Mont.
 8—Ohio Trucking Assn., Annual Meeting, Netherland-Hilton Hotel, Cincinnati, Ohio.
 8-17—General Motors Motorama, National Guard Armory, Boston, Mass.
 9-12—National Defense Transportation Assn., Annual Convention and Logistics Forum, Hotel Sheraton-Jefferson, St. Louis, Mo.
 10-15—Mid-Atlantic National Truck Show, State Farm Show Bldg. and Arena, Harrisburg, Pa.
 12—Connecticut Automotive Trade Assn., Hotel Statler, Hartford, Conn.
 12—Delaware Motor Truck Assn., Annual Meeting, Hotel DuPont, Wilmington, Del.
 13-14—Associated Motor Carriers of Oklahoma, Annual Convention, Tulsa Hotel, Tulsa, Okla.
 13-18—American Trucking Assns., Regular Common Carriers Conference, Board of Governors Annual Membership Meeting, Eden Roc and Fontainebleau Hotels, Miami Beach, Fla.
 14-16—American Trucking Assns., National Truck Roadeo, Miami Beach Auditorium, Miami Beach, Fla.
 16-21—American Trucking Assns., Annual Convention, Headquarters at Fontainebleau Hotel, Miami Beach, Fla.
 17-18—American Trucking Assns., Private Carrier Conference, Annual Meeting, Fontainebleau Hotel, Miami Beach, Fla.
 17-18—National Tank Truck Carriers, Directors' Meeting, Fontainebleau Hotel, Miami Beach, Fla.
 17-20—International Soft Drink Industry Exposition (including truck and truck body displays), Convention Hall, Atlantic City, N. J.

A REPUTATION FOR

DEPENDABILITY

— EARNED BY EXPERIENCE



"Save the tough jobs for Scandinavia" is more than a claim. Scandinavia ZT-Molded Combination Sets have earned their reputation in the heavy-duty field. The die-pressed ZT segments have a polishing effect on brake drums which is reflected in a definite reduction of heat-checking and fading. The specially compounded molded segments, combined with ZT, result in dependable braking and long life — even in extra-heavy-duty service.

BRAKE
BLOCKS

SCANDINAVIA

BRAKE
LININGS

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Branches in Cambridge, Mass., Indianapolis, Indiana and Cleveland, Ohio

**Here's HOW a
Wagner-Sangamo
Tachograph
on each of your vehicles
can help make your fleet
safer, more efficient
and economical**

A Tachograph is a recording speedometer. It is installed on the dashboard and provides you with the same important data you would gain by having a fleet supervisor ride with each driver on each trip.

A wax-coated chart (costing little more than 2¢) is placed inside the Tachograph before each trip, and records vital information you can use to improve fleet operations.

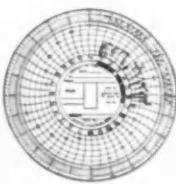


CHART PROVIDES ACCURATE RECORD of vehicle movement. Graphic record shows when engine started; how long it idled; when vehicle was in motion; how fast it traveled; when it stopped and for how long; and distance traveled between stops.

VERIFIES REPORTS and CUTS DOWN WASTED TIME. Through analysis of the chart, you know the number of hours and miles driven, overtime, loading and un-



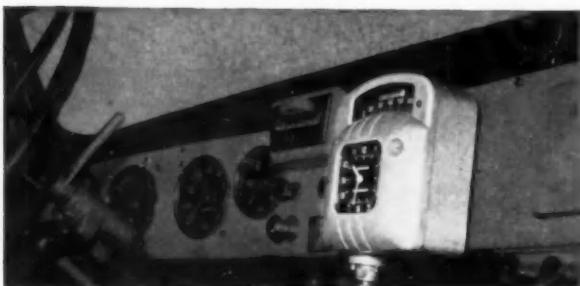
loading delays, and the number and length of stops made in any 24-hour period. And because speed is controlled, savings are effected in fuel, oil and tires.

FURNISHES DATA FOR BETTER ROUTING—by helping you determine the best routing for normal, "express," or special runs. Graphic charts indicate where traffic tie-ups are likely to occur, and where slow-downs are necessary.

PROVIDES INFORMATION FOR USE IN ACCIDENT CASES. Chart records the exact time an accident—if any—occurred. It also shows the speed at which your vehicle was traveling, the duration of the delay, and the time travel resumed. Tachograph charts have often been used to substantiate driver's testimony in court cases involving accidents or speeding.

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Name and Position _____

Company _____

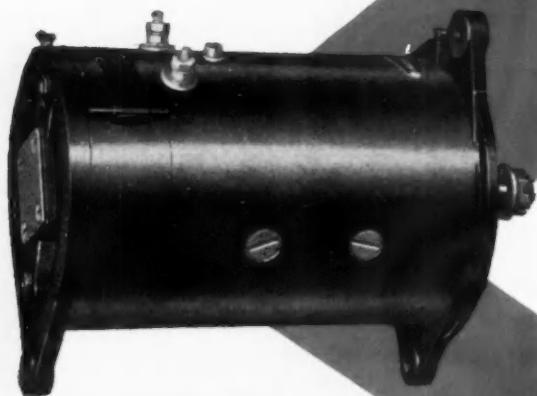
Address _____

City _____ State _____

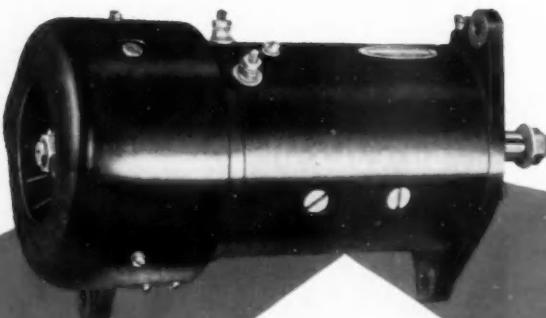
We operate _____ Vehicles
(NUMBER)

LOCKHEED HYDRAULIC BRAKE PARTS, FLUID and BRAKE LINING • AIR HONKS • AIR BRAKES • TACHOGRAPHS • ELECTRIC MOTORS • TRANSFORMERS • INDUSTRIAL BRAKES

ONLY DELCO-REMY COVERS



FULL LINE OF EXTRA-OUTPUT D.C. GENERATORS
FOR MEDIUM- TO HEAVY-DUTY APPLICATIONS



NEW TOTALLY ENCLOSED GENERATORS FOR OFF-THE-ROAD APPLICATIONS

Forced-air cooled for 50% more output
with no increase in size! Splash-proof.
Dust-proof. 6-, 12-, 24-volt d.c. models.

NEW PIGGY-BACK GENERATORS

Extra power with economy! Tailored
extra output in single voltage systems.
You can use both 6- and 12-volt d.c.
units on the same vehicle.

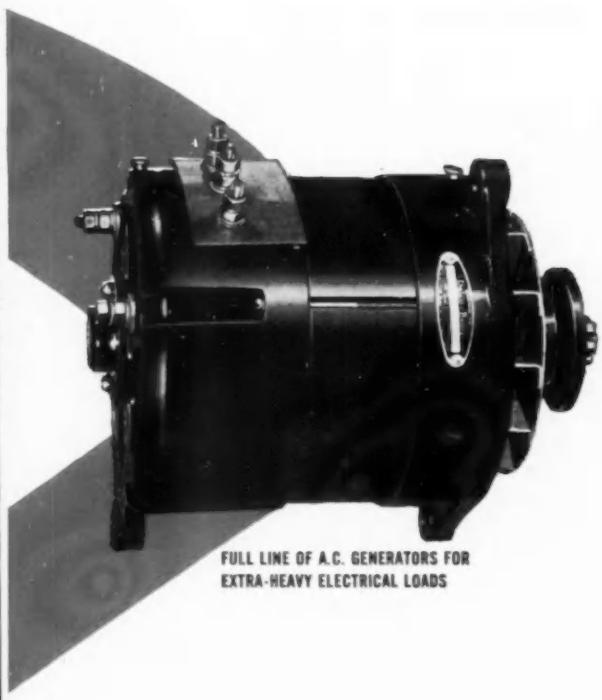


CHECK THESE EXTRA-DUTY D.C. FEATURES

- Substantial output at engine idle where required
- Greater brush area—better commutation, longer brush life
- Ball bearings at both drive and commutator ends
- Sealed field coils—impervious to moisture and corrosion
- Double insulated armature coils—nylon and cotton
- Hot-impregnated armature for extra insulation
- Dynamically balanced armature
- Wider, heavier brushes—service up to 100,000 miles is common

ALL THE BASES!

*The only complete
line of both d.c. and
a.c. generators—
right for your job!*



CHECK THESE SUPERIOR A.C. FEATURES

- Greater output at engine idle
- Dependable performance at all operating speeds
- Exclusive self-regulating current control—*no current regulator or limiter needed*
- Exclusive stainless steel slip rings
- Extra-large ball bearings at *both* drive and commutator ends
- Shaft-keyed rotors prevent high torque slippage
- Easy all-around maintenance—positive oiler lubrication

Name your generator need. Better charge at engine idle? More power for the ever-increasing demands of more and more electrical accessories? Lower replacement cost for lighter duty operation?

You name it. Delco-Remy meets it. Delco-Remy, in fact, has the *only* complete line of both d.c. and a.c. generators with matching waterproof regulators to meet every fleet requirement. Whether you haul light loads or heavy loads—off the road, around town, or across the nation—at highway speeds or in creeping traffic—Delco-Remy has the *right* generator to fit your need.

The complete Delco-Remy line brings you this important benefit: When you buy these extra-duty generators through the United Motors System, or from your vehicle dealer, you get the tailored performance you need—at minimum cost.

Specify Delco-Remy extra-duty generators on your new equipment, and for replacement on your present equipment. Only the complete Delco-Remy d.c. and a.c. line covers all the bases to fit every generator need.

GENERAL MOTORS LEADS THE WAY—STARTING WITH

Delco-Remy
ELECTRICAL SYSTEMS

DELCO-REMY • DIVISION OF GENERAL MOTORS • ANDERSON, INDIANA

Fleetman's LIBRARY

REVIEWING THE BEST IN CURRENT PUBLICATIONS ON MAINTENANCE, EQUIPMENT AND SAFETY OF INTEREST TO TRUCK, BUS AND CONSTRUCTION FLEET OPERATORS

Lubrication Manual

from The Chek-Chart Corp.
33 East Congress Pky., Chicago 5, Ill.

is for training lubrication personnel. It is well illustrated and covers all phases of automotive lubrication, including automatic transmissions. Write for more detailed information and prices. Ask for "The HOW and WHY of Automotive Lubrication Service."

Fire Advice Pamphlet

from the National Safety Council
425 N. Michigan Ave., Chicago 11, Ill.

is entitled "Don't be Alarmed" and contains the latest information and advice about fires. It is written for employee understanding with emphasis on the fact that fires are caused by carelessness and lack of knowledge. Common and uncommon causes of fires are presented in an easy-to-read, hard-to-forget manner. Further information and quantity prices may be obtained by writing the National Safety Council.

"O" Ring Reference Tables

from E. F. Houghton & Co.
303 West Lehigh Ave., Philadelphia 33, Pa.
contain the new ARP 568 Uniform Dash Numbering System for industrial "O" rings. The system, based on I.D. and cross-section of the ring, eliminates drawing numbers of the various suppliers. "O" rings can be ordered by a common series of numbers regardless of suppliers. The 16-page booklet outlines the ARP 568 System and supplies complete cross reference data between the Uniform sizes and former Houghton "S" sizes. Also presented are cross reference sizes for government drawings of the AN, MS, and CKCX series. Write for a free copy. Ask for "O-Ring Sizes and Cross Reference Tables."

Drivers Manual

from Dept. of Safety, American Trucking Assns.
1424—16th St., N. W., Washington 6, D. C.
is called "Facts for Drivers." It is designed to serve the driver while he is in training and as a reference after completion of training. It contains information about safe driving rules, driving tests, and fire fighting and first aid. Driver trainers can use the manual in their driver training program. Copies are 40¢ each.

"Accident Facts"

from the National Safety Council
425 N. Michigan Ave., Chicago 11, Ill.

is the 1958 edition of the Council's statistical yearbook. It contains facts and figures on all types of accidents—industrial, traffic, motor transportation, home and farm. Several sections are devoted to occupational accidents, common source of work injuries and off-the-job accident problems. According to the Council, the 96-page book provides ideas and facts for making speeches, preparing reports, and planning safety campaigns. Further information and quantity prices may be obtained by writing the National Safety Council.

Circular Slide Rule

from General Industrial Co.
5738 Elston Ave., Chicago 30, Ill.

multiples, divides and finds proportions. It is easy to use and is fast. The pocket-size calculator is a handy time saver for office, terminal and maintenance personnel. Copies are free.

Construction Safety Manual

from The Associated General Contractors of America, Inc.
20th and E Sts., N.W., Washington 6, D. C.
is the fifth edition which has been revised extensively since last published in 1952. Printed in loose-leaf form to permit additions and changes in the future, the manual is also well illustrated. It covers all fields of safety in the construction industry including a new enlarged section on highway construction safety. This thorough manual costs \$3.25 plus postage.

Transit Wages and Hours

from the United States Dept. of Labor
Bureau of Labor Statistics
are reported in a recent bulletin entitled "Union Wages and Hours: Local Transit Operating Employees." It contains data and indexes of the trend of wages and hours for the period 1929-57. It is nationwide in scope and based on reports submitted to the Bureau by local labor organizations in each city. Transit fleet managers can get a copy by writing the Supt. of Documents, U. S. Government Printing Office, Washington 5, D. C. Ask for Bulletin No. 1229, Dept. of Labor. Price is 15¢ each.



your luck can fade...

RED BLOCK CAN'T!

In spite of the tremendous temperatures generated by high speed stops and sustained downhill braking,
WORLD BESTOS Red Block will not fade.

Here's why

The special Red Block high-friction formula develops full friction at temperatures as high as 1300°. It removes glaze and water film from drums and maintains a perfect braking surface. As a result, less braking pressure is required and braking time is shortened. You get more miles between re-lines, less drum wear and *no fade due to heat or water.*

Why gamble with costly equipment and cargos when you can have Red Block safety and dependability? Especially when Red Block more than pays for itself in mileage and lower maintenance costs! Prove it for yourself—Call your WORLD BESTOS Distributor or write direct to WORLD BESTOS, New Castle, Indiana for full details and prices.



You Can't Beat WORLD BESTOS
Red Block Combination for Safety!

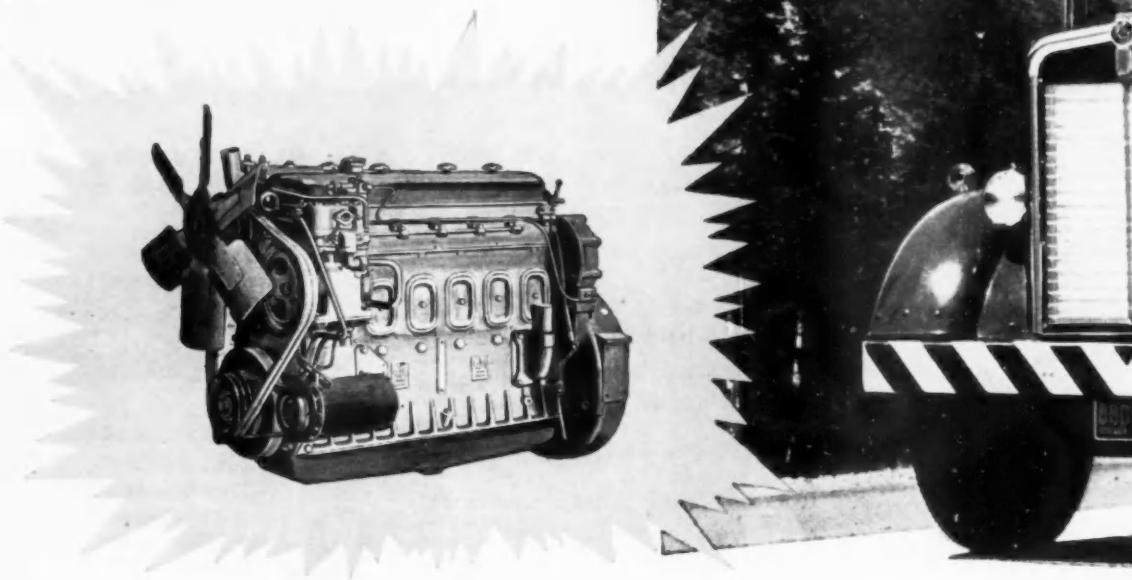
No matter what the load or road conditions,
Red Block Combination will not fade.
It can't fade because it's specially
engineered to overcome high temperatures
associated with heavy-duty fleet service.

WORLD BESTOS

NEW CASTLE
INDIANA

Now a new pair for profits!

"JIMMY" and KENWORTH



Whatever the job—hauling on or off the highway—these sturdy partners work hand in hand to give you top returns on your transportation dollars.

Today, more and more "Jimmy" Diesels are going to work in Kenworth trucks—with good reasons.

For the recognized dependability of the GM 2-cycle Diesel, its long life and low-cost maintenance—plus lighter weight for bigger payloads—add up to highest earning power.

And the new GM "71E"** engine—with four exhaust valves per cylinder—is proving itself the greatest performer on the highways. It delivers higher peak torque at lower speed to move big loads up tough grades faster.

It's cleaner-burning, cooler-running, has lower exhaust temperatures. And it produces fuel mileage that's winning the acclaim of truckers everywhere!

The "Jimmy" Diesel also offers easiest accessibility for inspection and maintenance—cylinders can be inspected by simply removing hand hole cover plates. Service available anywhere from GM Diesel engine distributors and dealers who pinpoint highways throughout the United States and Canada.

Today, more than ever before, "there's more real worth in a Kenworth"—available with rugged GM Diesel power for every heavy-duty hauling job.





*Truck and bus engines: "4-71E"—140 h.p., "6-71E"—210 h.p.
New Turbopower models harness the energy of exhaust gases to
deliver even higher power: "4-71T"—171 h.p.; "6-71T"—236 h.p.

Write for brochure on new *lightweight* aluminum
version of "6-71E" "Jimmy" Diesel engine—weighs
up to 690 lbs. less than competitors in 210-h.p. range.

Now—more than ever—it pays to standardize
on GM Diesels—available in more than 1800
applications of power equipment built by 250
manufacturers. *Parts and Service Worldwide.*

DETROIT DIESEL

Engine Division of General Motors, Detroit 28, Michigan

Regional Offices: New York, Atlanta, Detroit, Chicago, Dallas, San Francisco
In Canada: GENERAL MOTORS DIESEL LIMITED, London, Ontario • Single Engines...30 to 364 H.P. Multiple Units...Up to 893 H.P.



YOUR HIGHWAY TO
Low Fleet Maintenance



**Mobil's Simplified
PM System helps cut
breakdown causes
... improve fleet
performance and profits!**

Fleet operators everywhere are finding that Mobil's Simplified PM System works wonders in improving fleet operation. It's so simple . . . just three parts: *Record Folder, Work Sheet, Driver's Report*—all supplied by Mobil . . . along with helpful advice on setting up a handy Control Blackboard that keeps you posted on maintenance schedules. Eliminates excessive paperwork, yet provides valuable records for you. Most important of all, it can help keep your fleet out of the shop and on the road—making money for you!



Available—film on fleet safety,
maintenance.
Call nearest Socony Mobil office.

Correct Lubrication

ANOTHER REASON YOU'RE MILES AHEAD WITH MOBIL

SOCONY MOBIL OIL COMPANY, INC., and Affiliates: MAGNOLIA PETROLEUM CO., GENERAL PETROLEUM CORP.

COMMERCIAL CAR JOURNAL, October, 1958



You'll find
what you want
in bearings
of

ALCOA ALUMINUM ALLOY

Ability to carry heavy loads . . . up to 10,000 psi on projected area.

Cooler Running . . . Aluminum is the best heat conductor among bearing materials, thus runs cooler . . . as much as 20° by actual test.

Good Conformability . . . Aluminum has good ductility, conforms readily to misalignment of shafts or nonparallel pins.

Ideal Embeddability . . . Aluminum embeds particles better than bronze, not as deeply as babbitt; dirt particles roll out easily and are trapped by filter.

Corrosion Resistance . . . Aluminum resists corrosion, is unaffected by additives in oils, needs no protective coating.

Design Flexibility . . . Aluminum has it; structural properties allow for greater flexibility in design . . . ease of machinability, too!

For more information on the unmatched combination of advantages in solid aluminum alloy bearings, call your nearest Alcoa sales office. Or, write to Aluminum Company of America, 1920-K Alcoa Building, Pittsburgh 19, Pennsylvania.



Your Guide
to the Best in Aluminum Value

ALCOA THEATRE
Fine Entertainment
Alternate Monday Evenings



Laugh it off

Fear may slow down our thinking processes, but it sure does improve our footwork.

CCJ

FREIGHT HANDLER: "DO YOU THINK WOMEN ARE REALLY CAPABLE OF DEEP FEELING?"

FREIGHT CHECKER: "THAT'S FOR CERTAIN, MAN. NO MATTER HOW BIG MY PANTS POCKETS ARE, MY WIFE FINDS MY MONEY."

CCJ

Steno Jane: "You know the craziest think happened to me while I was downtown for lunch today. A handsome truck driver whom I've never seen before in my life, stopped me on the corner and kissed me ten or twelve times."

Steno Joan: "My goodness, what did you say?"

Steno Jane: "Nothing, of course. You know nice girls shouldn't speak to strangers."

CCJ

Fleet Operator's Wife: "Mervin, what are you and Geneva doing in there with the lights out? If I was a boy and had a girl as pretty as she, I'd be taking her out to the movies or somewhere to show her off. So what are you doing in that darkened room?"

Son Mervin: "Nothing, Mother. Nothing, of course."

Fleet Operator's Wife: "You're getting more like your father every day."

CCJ

JOB APPLICANT: "I WANT A HALF-DAY JOB AND IT MUST BE IN THE MORNING."

TRUCK TERMINAL MANAGER: "WHY MORNING?"

JOB APPLICANT: "SO THAT WHEN I SLEEP LATE AND DON'T GET UP UNTIL NOON, I'LL BE THROUGH FOR THE DAY."

Trucker's Wife: "Tch, tch, Sonny, I'm ashamed of you. Don't use such bad words."

Trucker's Little Boy: "Shakespeare used them."

Trucker's Wife: "Well, then, don't play with him anymore."

CCJ

Diner Waitress: "Is it true that you truck drivers for Fleety-Fleet Express are only interested in wine, women and song?"

Fleety-Fleet Driver: "Naw, kid, somebody's been pullin' your leg. It's darned seldom you ever hear any singin' among the drivers in our outfit."

CCJ

SLIM 'N GREASY SAYS: "A LOT OF GIRLS WHEN THEY ARE ONE YEAR OLD DON'T LIKE TO BE PICKED UP. A FEW ARE STILL THAT WAY AT TWENTY."

"Cici Jay"



"Don't tell me the blimp is out of his hangar!"

The Shop Foreman and his wife were out for a night on the town, so they visited an exclusive club.

Wifey: "Will you stop ogling that cigarette girl in the low-cut gown! If you need a cigarette, call her over and tell her what you want!"

Shop Foreman: "Of course, dear . . . Say, Miss! . . . Oh, Miss! . . ."

Ciggle Girl: "Yes, sir. What is your pleasure, sir?"

Shop Foreman: "Er, er . . . I'll take a pair of Marburrows!"

CCJ

Diner Waitress: "Okay, Mac, what'll it be today?"

Reefer Driver: "Oh, chicken soup, I guess."

Diner Waitress (calling to Chef): "Dunk one cockle bird in a bowl."

CCJ

Driver Superintendent: "Well, Bill, now that you've been with us here at U-Hauler Express for a year, what did you find the hardest to deal with?"

Cowboy Driver: "Oh, I guess it would be that old worn out deck of cards up in the driver's Lounge."

CCJ

Freight Delivery Driver: "But Judge, your honor, my girl friend knows me as a fast man, my boss says I'm real quick and devilish. You see, sir, it's simply in me to do everything fast."

Traffic Judge: "All right. Let's see how fast you can do thirty days."

CCJ

THE MAN WHO LEADS A DOUBLE LIFE
IS LIABLE TO GET THROUGH TWICE AS
QUICK.

Resume Work

300%

THE 2 PRIME CAUSES OF BATTERY FAILURE



WITH NEW

National

Rugged heavy-duty batteries built for severe service—transcontinental runs or start-and-stop city work. Look at these features:

- thicker plates, heavier plates—for faster surer starting in any weather
- tougher hard-rubber containers—resist acid, heat, cracking
- double glass-plus-rubber insulation—prevent plate-oxide shedding
- element protectors—reduce damage from careless servicing
- National Deepwells—like a camel this National battery goes months without water

See how these new National silver cobalt batteries can save you money — see your National dealer or write

GOULD-NATIONAL
BATTERIES, INC.
SAINT PAUL 1, MINNESOTA

*Overcharge and undercharge are the two worst battery killers, accounting for $\frac{2}{5}$ s of all battery failures! New National batteries withstand these killers better—have triple resistance to overcharging, greater resistance to undercharging, compared to SAE minimums.

Silver Cobalt
SEALED CHARGE

TRUCK — BUS — DIESEL
BATTERIES

WITH THE

SILVER LINING

HERE'S THE STORY OF
THE SILVER LINING

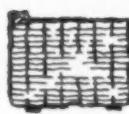
Corrosion eats away battery grid material just like rust eats away bare steel. Coated steel lasts indefinitely because it doesn't rust. Similarly silver cobalt coats the battery grids, protecting them from corrosion. The grids last longer—the battery performs better.



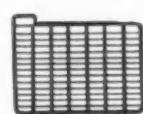
Bare unprotected
steel rusts



Coated steel
resists rust



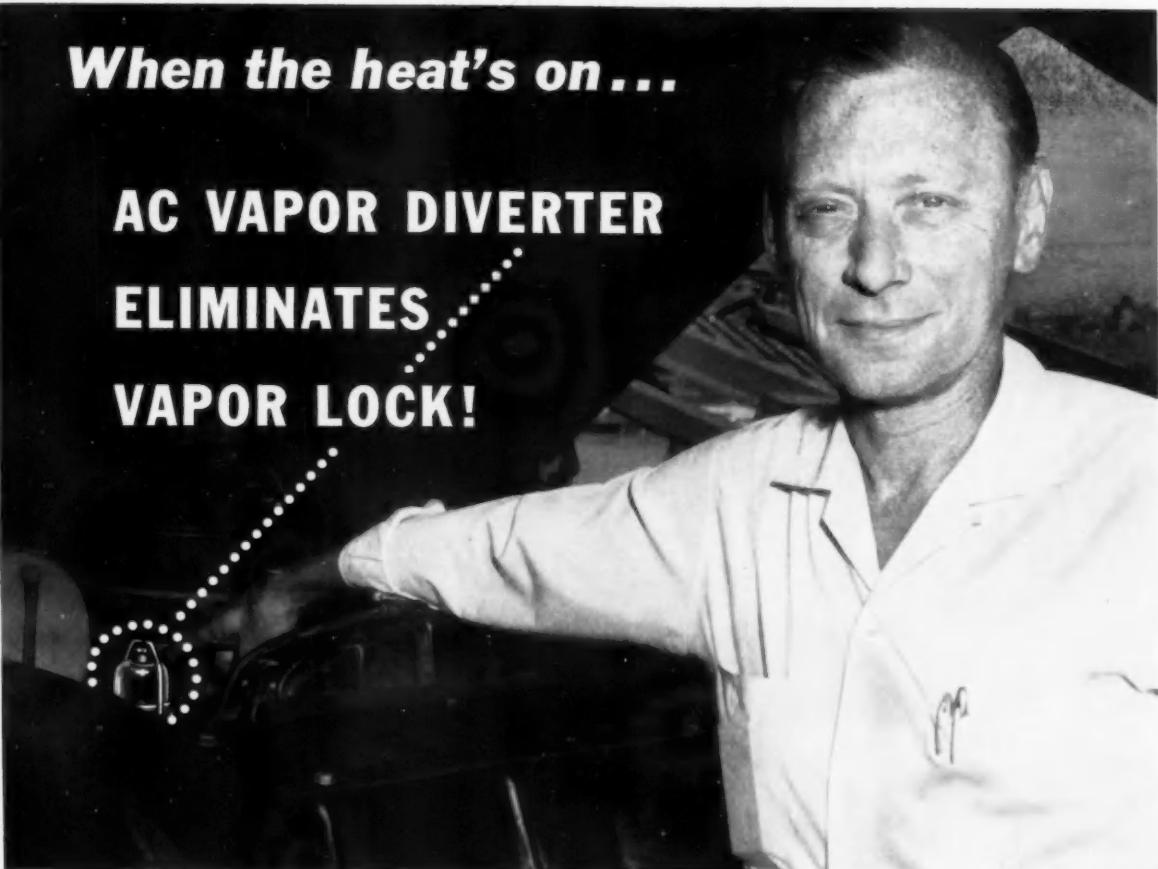
Unprotected battery
grids corrode



Silver cobalt grids
resist corrosion

When the heat's on...

**AC VAPOR DIVERTER
ELIMINATES
VAPOR LOCK!**



**Jack Cooper Transport Company
Installs 150 Units . . .
Fleet Records Prove
Dependability and Economy!**

Everything's up-to-date in Kansas City . . . especially the Jack Cooper Transport Company.

Here's what Superintendent of Maintenance Wilfred Ragenbogen says about their recent installation of AC Vapor Diverters, "Our fleet has been plagued with cases of vapor lock which can be mighty costly. We have completely licked this problem with AC Vapor Diverters. Since we installed them, our drivers have absolutely no complaints about vapor lock! Our rigs range over 14 Western and Southwestern States . . . some of the hottest and toughest trucking routes in the country! Even on the hottest runs, our drivers can shut off their engines during road stops. That means plenty of savings in fuel consumption and maintenance costs. Prior to installing the Vapor Diverters, this was entirely out of the question. I'm firmly convinced that AC Vapor Diverters can solve the vapor lock problem everywhere!"

To obtain Vapor Diverters for your trucks and tractors contact your AC Supplier.



QUALITY PRODUCTS

AC SPARK PLUG Ⓢ THE ELECTRONICS DIVISION OF GENERAL MOTORS

Why do users say that Tropic-Aire Reefers provide "...the service that we in this industry desire and need"?

That statement is quoted directly from a letter written by Mr. Rodney Tetrault, president of Indiana Refrigerated Lines, Inc., in reference to the sixteen Tropic-Aire refrigeration units presently operating with his fleet (with mention that there will soon be more).

Why are outstanding fleet owners and operators, such as Indiana Refrigerated Lines, R. C. Motor Lines, Foremost Dairies, Safeway Stores, and Wabash Railway switching to Tropic-Aire refrigeration equipment for tough, long-haul jobs? Because only Tropic-Aire offers the performance factors essential to profitable, economical refrigerated transport: power, overload capacity, absolute dependability, low operating costs, and your choice of power plants and fuels.

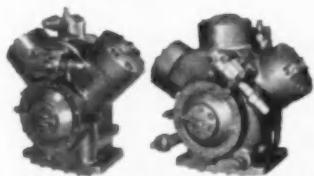
These performance factors are not resultant of accidents. They are carefully planned developments designed to meet a need. And here are the reasons for Tropic-Aire's superiority.



ENGINES

There are three specifically-designed powerplants basic to Tropic-Aire refrigeration units: the Continental N-62 (gasoline or LP), Continental Y-91 (gasoline or

LP), and Continental ZD-129 (diesel). All are 4-cylinder, liquid-cooled engines, varying in horsepower according to the capacity of the refrigeration system. All Tropic-Aire units employ direct engine-compressor drive. For compactness, both compressor and condenser are mounted inside the engine frame. Condenser is cooled by 4000 cfm propeller type fan.



COMPRESSORS

Depending upon the refrigeration capacity of the unit, two types of compressors are employed in Tropic-Aire

refrigeration equipment. Carrier Model 5F20 is a two-cylinder compressor, capable of producing 5 tons of refrigeration. Carrier Model 5F30 is a 3-cylinder unit, designed for 8 tons. Both types are fabricated of rugged aluminum alloy, specifically for transport purposes. All Tropic-Aire compressors are force lubricated. Five-ton system requires 18 lb. Freon 12; 8-ton system requires 22 lb.

Let your Tropic-Aire field representative give you full details and information about Tropic-Aire refrigeration . . . America's newest and finest!

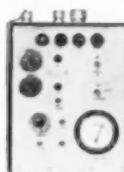
ANOTHER PRODUCT OF



McGRAW-EDISON CO.

TROPIC-AIRE DIVISION
5201 West 65th Street
Chicago 38, Illinois

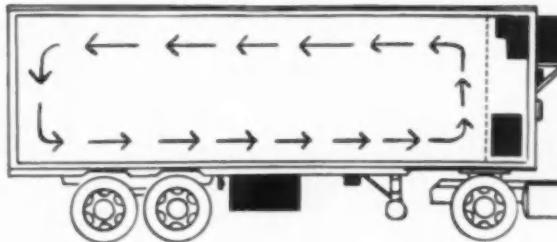
COMMERCIAL CAR JOURNAL, October, 1958



CONTROL PANEL

The control panel is waterproof and dustproof; it is ordinarily mounted in a position on the trailer nose where it is visible at all times. Lights indicate cooling, heating, defrosting, oil pressure and generator operation. Gauges show fuel level, engine temperature, and temperature of trailer interior. A three-way switch controls cargo heating and cooling; single switches control starting, lighting and manual defrost. (Defrosting may be controlled either manually or automatically.)

CONSTANT AIR CIRCULATION



Constant circulation of refrigerated air above, below and on all sides of the cargo is another factor in providing an ideal refrigeration service. In operation, whether the refrigeration system is idling or at full cooling, the evaporator blowers, inside the trailer housing, continuously circulate air—to assure that the cargo remains in premium condition, prevents edge-thawing of frozen cargoes, and makes certain that fresh fruits and vegetables retain their crispness.

STANDARD COMPONENTS

The fact that most Tropic-Aire refrigeration components are standard makes possible quick, easy repair or replacement, if necessary. Nearly any part of either powerplant or refrigeration system may be located quickly, wherever such automotive parts are sold (many Continental Motors sales and service outlets carry supplies of parts). For further details on parts, see the Tropic-Aire warranty.



"Tropic-Aire" is a trademark of McGraw-Edison Co., Chicago. ©1958 by McGraw-Edison Co.



MOBILE REFRIGERATION
AIR CONDITIONING



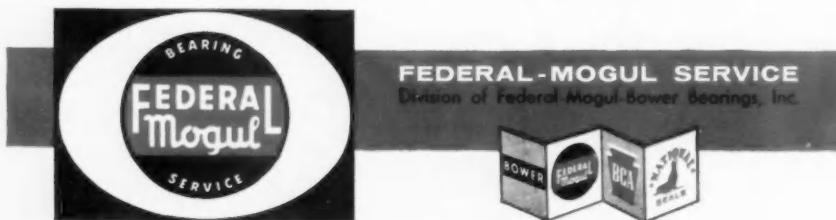
"Well, I sent him away happy!"

"I gave him the best heavy-duty, long-mileage engine bearings on the market—Federal-Mogul sintered copper-alloy bearings. They've proved they have what it takes to stand up under the load, speed and temperature conditions of heavy-duty operation."

Fm sintered bearings have a low-carbon steel back

for strength and bonding quality, pure copper-lead lining of sintered metal powder, a brass barrier for lining stability, lead-tin overplate for break-in protection and pure flash tin plating for overall corrosion resistance.

Call your Federal-Mogul jobber for prompt service on ALL bearing requirements!





Truckers report: **road delays due to tire failure cut 50% with nylon cords.** Time lost on the road means profit lost on the load. For the answer, truckers are turning to rugged nylon cord tires. Cooler running, nylon cords resist heat damage. More resilient, they resist flex breaks. Moisture-resistant, they won't rot from water seepage. Tougher, they can withstand bruise damage that would knock out ordinary cords. Maintenance records show the results: road delays due to blowouts, repair, replacement are cut in half with nylon cords. There's also a bonus. Nylon's stronger carcass means extra recaps for thousands of extra miles. Today, The Chemstrand Corporation, one of the country's top nylon yarn suppliers, is working to make nylon for tire cord even more durable, even more blowout-proof. Next time you're in the market for tires, get nylon cords. They'll keep your shipping dates. **Chemstrand® nylon**



THE CHEMSTRAND CORPORATION
GENERAL SALES OFFICES: 350 FIFTH AVE., NEW YORK 1, N. Y. • DISTRICT SALES OFFICES: 350 Fifth Ave., New York 1; 3½ Overwood Road, Akron, Ohio; 197 First Avenue, Needham Heights, Mass.; 129 West Trade Street, Charlotte, N. C. • PLANTS: CHEMSTRAND® NYLON—Pensacola, Fla.; ACRILAN® ACRYLIC FIBER—Decatur, Ala.

1958 New Truck Registrations

STATE AND MONTH	Brock-way	Chevrolet	Diamond T	Divco	Dodge	Ford	FWD	GMC	International	Kenworth	Mack	Peterbilt	Studebaker	White	Willys Jeep	Willys Truck	Misc. Dom.	Foreign	Total
Alabama	July	544	2	3	31	245	1	111	115	50	2	8	3	7	31	1,153			
	7 Mos.	2994	16	13	301	1842	1	683	753	1	246	12	65	28	47	215	7,217		
Arizona	July	296	2	2	42	169		57	63	1	3	4	4	2	9	11	5	31	
	7 Mos.	1143	8	8	272	1322	1	421	365	16	18	5	23	17	41	86	13	163	
Arkansas	July	694	52	52	477			149	172		20		5	9	4		7	1,603	
	7 Mos.	2888	13	15	324	2181	2	470	425	12	20	26	52	76	30	35	27	6,743	
California	July	2534	13	15	324	2177	12968	15	2474	2815	104	131	144	244	415	353	462	46	
	7 Mos.	14044	98	68	2177	2002		618	715	63	34	28	30	35	46	3089	39,647		
Colorado	July	502	2	1	69	303	1	101	101	11	2	11	11	54	39	5	10	1,223	
	7 Mos.	2481	5	14	464	1985	5	603	735	18	61	15	43	52	167	282	28	74	
Connecticut	July	1	149	1	6	31	104		29	90	18		1	24	12	19		58	
	7 Mos.	13	1039	15	22	224		334	457	78	16	119	58	130	2	268	3,548		
Delaware	July	84	9	1	20	45		10	36	22		2	3	1		6	239		
District of Columbia	July	2	436	17	2	77		200	69	217		4	100	15	11	3	24	1,326	
	7 Mos.	50	2	2	12	33		19	18	6		4	1	30	1	54	1,271		
Florida	July	643	5	35	38	388	1	104	121	33		6	30	19	27	74	1,521		
	7 Mos.	4190	61	121	418	3645	29	867	1145	1	201	73	344	163	331	2	844	12,515	
Georgia	July	533	10	121	73	420		100	167	40		7	15	13	10		47	1,435	
	7 Mos.	3842	26	16	479	3359		793	1043	8	185	40	137	94	69		281	10,332	
Idaho	July	188	46	46	128		41	79	1	6		10	8	4	27	12	550		
	7 Mos.	1292	5	1	220	790	4	349	567	38	24	5	53	29	22	131	1	58	
Illinois	July	911	26	5	133	760	1	234	421		44		21	33	15	38	26	91	
	7 Mos.	5964	212	56	1021	5231	27	1261	3339	317		127	303	86	252	80	477	18,753	
Indiana	July	500	1	11	82	342		109	165	21		25	26	5	24	7	30	1,368	
	7 Mos.	3740	57	58	595	2886	2	797	1641	2	228	1	188	291	32	135	34	161	
Iowa	July	481	23	3	61	360		78	207	1	7	7	11	5	10	34	1,288		
	7 Mos.	3126	122	16	408	2447	2	462	1502	7	51		48	73	13	55	1	132	
Kansas	July	545	8	43	383		89	164	1		8	10	2	16	20		550	8,455	
	7 Mos.	3429	31	4	332	2703	1	605	1075	9	30		74	62	23	158	1	77	
Kentucky	July	369	2	1	34	254		96	95	9		1	17	7	7	21	913		
	7 Mos.	2434	12	4	310	1815	1	564	763	66		26	74	47	72		89		
Louisiana	July	498	13	37	352		84	96	9		8	8	4	9	30		1,144		
	7 Mos.	4043	36	334	2906		667	947	4	94		32	58	51	51		208		
Maine	July	99	1	15	82		28	84		11		2	4	7	14	12	358		
	7 Mos.	7	765	2	24	119	639	233	535	44		24	23	55	111	2	89		
Maryland	July	3	254	2	1	32	184		40	78		4	11	1	1	14	673		
	7 Mos.	11	1741	7	17	350	1306	321	622	126		20	93	29	88	4	116		
Massachusetts	July	5	193	3	58	201	1	69	120		20		2	28	22	17	64	803	
	7 Mos.	32	1495	8	34	419	1678	3	501	799	157	1	22	165	94	231	17	373	
Michigan	July	694	15	8	145	533	1	151	149	39		7	29	15	23	2	94	1,905	
	7 Mos.	4360	57	89	980	4070	15	917	1019	222		64	219	78	188	40	455	12,773	
Minnesota	July	372	8	4	66	323	1	89	228		33		15	14	5	1	22	1,181	
	7 Mos.	2866	34	30	504	2878	6	578	1367	1	75	102	59	15	72	8	204	8,796	
Mississippi	July	452	2	29	573		92	102	10		3	5	1	1	6	1	276		
	7 Mos.	2484	3	129	1944		422	623	27		18	14	28	13	1	50	5,756		
Missouri	July	733	4	70	436		136	196	45		3	30	10	13	33	1	1,709		
	7 Mos.	5021	43	493	3320	1	1036	1620	2	157		70	215	57	88	8	179		
Montana	July	142	35	35	138		29	85	2	6		8	2	17	16	16	496		
	7 Mos.	1002	7	1	229	939	2	264	637	9	27	1	38	39	57	163	1	82	
Nebraska	July	282	12	4	38	207	2	58	174	3	2	10	7	17	9	11	18		
	7 Mos.	2111	69	9	255	1561	3	397	981	16	29	11	36	85	57	91	3	68	
Nevada	July	124	1	37	13		22				2		1		1		206		
	7 Mos.	391	39	329	1	73	120		2	1	15		4	25	1	111	1,112		
New Hampshire	July	65	12	53		13	34			2	1	1	6	9	1	1	16	213	
	7 Mos.	4	498	2	15	372		127	220	51		30	20	50	102	2	159	1,749	
New Jersey	July	13	334	16	11	238	3	125	155	39		8	54	14	31	3	87	1,238	
	7 Mos.	91	2960	82	154	725	13	933	1134	1	305		32	446	105	279	7	599	10,276
New Mexico	July	345	2	30	187	1	85	68	1	15		5	8	1	11	1	8		
	7 Mos.	1839	6	234	1203	1	507	368	4	55		26	28	42	89	2	40	4,444	
New York	July	30	876	7	20	249	805	6	256	533	101		17	165	50	98	4	213	
	7 Mos.	219	5563	74	147	1536	4892	34	1495	3468	2	644	100	601	317	744	79	1457	
North Carolina	July	617	3	94	939		99	129		32		6	24	7	9	42	2,001		
	7 Mos.	3732	88	20	417	3084	3	707	1080		295		50	204	60	75	2	163	
North Dakota	July	127	2	36	94		20	81		1		7	1	3	1	1	7	380	
	7 Mos.	807	7	5	184	757	12	881	9		35	3	8	20	2	33	2,723		
Ohio	July	622	14	8	122	562	2	224	239	41		19	44	11	34	1	79	2,021	
	7 Mos.	4	5147	108	93	1005	4417	12	1373	2106	335		101	473	72	279	10	524	
Oklahoma	July	703	1	43	486	1	97	150		7		13	8	8	3	13	1,533		
	7 Mos.	3721	7	1	300	2682	1	611	694	2	65		52	81	30	41	7	94	
Oregon	July	7 Mos.	21	909	34	11	235	671	1	217	402	147	21	70	38	80	132	2,989	
	7 Mos.	57	5457	113	120	1637	4439	5	1332	2785	787	185	494	269	616	11	737	19,067	
Rhode Island	July	39	1	5	12	309		9	24		9	1	2	4	2	19	436		
	7 Mos.	3	282	5	9	70	576		120	166	1	42	4	30	9	21	1	101	
South Carolina	July	408	1	1	39	317		41	71		14	2	6	2	5	25	934		
	7 Mos.	1	1898	1	2	185	1262		260	391		133	17	62	15	30	117	4,374	
South Dakota	July	194	3	30	183		27	109		4		8	5	1	11	3	578		
	7 Mos.	965	11	3	174	1005	3	231	771	9		44	11	27	51	37	3,367		
Tennessee	July	402	1	52	296		104	110		99		4	8	2	2	29	1,109		
	7 Mos.	2962	9	7	381	2149		657	794	1	235		32	73	37	53	5	127	
Texas	July	2653	12	200	1656	1	383	541		4	87	4	24	83	50	44	1,671		
	7 Mos.	16637	87	6	1345	10787	3	2247	3531	6	389	7	199	877	198	235	15	377	
Utah	July	191	2	41	125	62		84	11	1		3	7	11	10	9	562		
	7 Mos.	854	9	2	258	774	1	292	413	27	26	17	18	36	43	56	13	2,901	
Vermont	July	58	1	4	47		14	29		3		3	10	15	10	15	10	194	
	7 Mos.	2	402	3	6</														

Triple Service Functions of the 5696

Save You Time and Money



FOR LIGHT LINE WORK, MAINTENANCE AND GENERAL SERVICE

5696 FEATURES

Mechanically operated derrick readily sets 35' pole

24' extension ladder available for overhead line maintenance

Galvannealed steel side compartments and understructure

Same tread plate floor used in larger line bodies

Compartments contain pull-out drawers, bins and thru box

Illustrating 24 ft. extension ladder pivoting on rear sheave bar with retaining sockets on rear bumper. Ladder can be used away from vehicle. Stored derrick is raised to work position in seconds by use of winch line and winch. Key locks on all compartment doors.



5696 BENEFITS

Moderately priced, extremely flexible in its work functions

Long service under rugged, every day operating conditions

Tool and materials needed for service work are readily accessible

Normal functions of light line job provided by winch and folding derrick

Backed by 66 years of Creative Engineering Service to the Public Utility Industry

CLIP AND MAIL...TODAY

Dept. 3C, York-Hoover Corporation
York, Pa.

Please send me a copy of Bulletin No. 946 covering your 5696 Combination Unit.

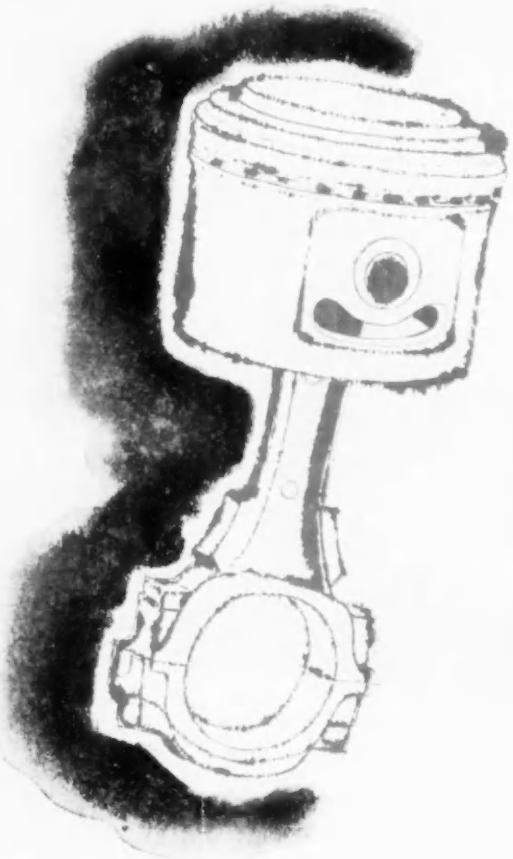
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BODY DIVISION
YORK-HOOVER CORPORATION
YORK, PENNSYLVANIA

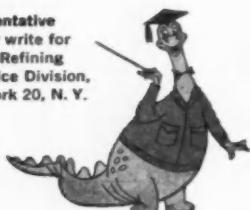


**Pistons...
Oil...
and How to
Save Money**

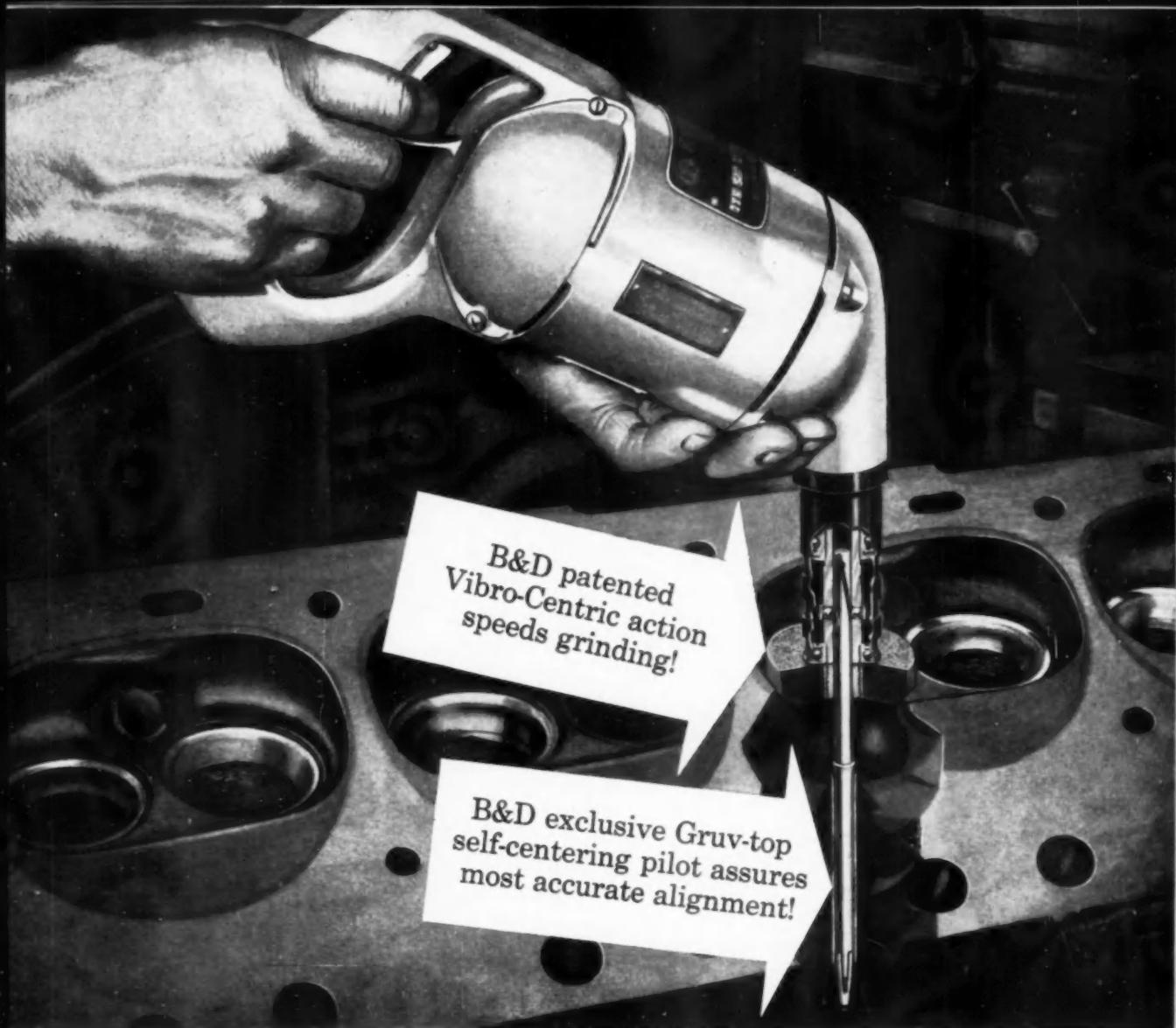
The longer your pistons work before need of ring replacement—the less your cost of operation.

Sinclair Tenol® Oils have the reputation for giving longer service to cylinders, rings and other vital parts. Refill with Tenol now. Next time management asks how you've cut costs, tell them you've switched to Sinclair—and show them the results.

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Company, Technical Service Division,
600 Fifth Avenue, New York 20, N. Y.
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Mirror-finish valve seats in seconds with B&D Vibro-Centric System

You are looking at two patented and exclusive Black & Decker features that will give you faster, more accurate valve seat grinding than you ever thought possible! You'll eliminate repeats, too! The B&D Vibro-Centric System is fool-proof—combines simplicity, speed, finish and accuracy in one operation!

The key reasons are these: the B&D Vibro-Centric Driver lifts the grinding stone from the seat once each revolution. This reduces stone loading—speeds

grinding. The entire circumference of the seat is ground for correct alignment! And B&D's exclusive Gruv-top pilot is self-centering; compensates for worn valve guides! See the Black & Decker Vibro-Centric System in your own shop.

Call or write your local B&D distributor today. Find out how easy it is to own! THE BLACK & DECKER MFG. CO., Dept. 5410 Towson 4, Md. (In Canada: Brockville, Ontario.)

Leading Distributors Everywhere Sell



Black & Decker®

Quality Electric Tools...Power-built for top performance

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Tough bristled B&D Valve Guide Cleaners reduce time lost in cleaning chores. Remove carbon and other deposits rapidly, thoroughly. Never mar or scratch! In actual test they resist wear even after 50 hours of continuous operation. 10 sizes—all designed to speed work—save you time! Ideal for other cleaning jobs, too.



CCJ**BULLETIN BOARD**

Where Did She Go?

She's blonde. She's trim. The soft, grey sweater's snug and shapely. There's a saucy motion to her grey skirt as she scoots across the street.

At a party, this is a chick who would stand out . . . a real eye-catcher. You can picture her in a room with the lights down low, or walking along a country lane in the dim, soft light of dusk. You'd look, and keep looking.

But do you see her? Cute and trim as she is, she may be just a blur against the background on a gloomy Fall or Winter day. She wants you to see her. She needs you to see her . . . before it's too late.

So do her (and yourself) a favor, huh? When the day is gloomy keep your eyes open for her. Keep your windshield clean and free from smears. Use your headlights early. You'll enjoy the view.

CLIP AND POST ON YOUR OWN BULLETIN BOARD — REPRINTS AVAILABLE AT NOMINAL COST

Don't get caught with your battery down—

REDUCE EXPENSIVE FIELD SERVICING

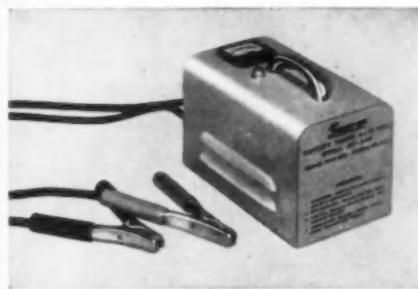
WITH THESE *Snap-on* TESTERS



COMBINATION

MT-340 battery tester
MT-401A generator-regulator meter

Available on convenient
credit terms



MT-340 BATTERY TESTER — for six and twelve-volt systems. Automatic relay system selects the proper voltage — eliminates placing injurious load on battery being tested. Unit performs three important tests: Open Circuit Test shows battery condition and no-load voltage . . . Load Test measures battery's capacity to deliver sufficient power for 30 seconds . . . Regulator Test shows if regulator is functioning properly to recharge battery.



MT-401A GENERATOR-REGULATOR METER — tests the generator, checks regulated amperes, cutout and regulated voltage, locates electrical leaks — from one fast-reading dial. Tester has 15-volt range for standard ignition and 60-volt range for heavy-duty systems.

BATTERY failures on the road cost money — that's why it pays to give your fleet a simple, periodic check with the *Snap-on* battery tester. This easy-to-use unit does a complete job in 60 seconds. You can test every battery that comes in — know which have failed and

which are about to fail. Generator-regulator tester has voltage range to handle any car and most trucks in service today.

Your *Snap-on* man will demonstrate these tools. Get them now on the *Snap-on* easy payment plan.

® TRADEMARK OF
SNAP-ON TOOLS
CORPORATION

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Kenosha, Wisconsin





ZENITH
CARBURETORS

ALL THAT THE NAME IMPLIES—
AT THE TOP—IN DESIGN AND IN DEPENDABILITY

We wish that we could guarantee you trouble-free carburetion under all operating conditions. We can, however, definitely assure you of the next best thing. With Zenith* Carburetors, your service requirements are fewer, carburetor life is longer and you will get far more reliable fuel control.

It will pay you to look for Zenith Carburetors

on the new vehicles you buy. And when you overhaul, remember your local Zenith distributor can help a lot in supplying the right carburetor for every type of engine, no matter what size horsepower or design. It is a fact—Zenith actually has more experience in more fields with more engine types than any other manufacturer.

*REG. U. S. PAT. OFF.

Zenith Carburetor Division

696 HART AVE., DETROIT 14, MICH.
Export Sales: Bendix International, 205 E. 42nd St., New York 17, N. Y.



"Hot highways made blowouts a real problem for us until..."



"we switched to nylon cord tires"

REPORTS J. R. BRODNAX, JR., TIRE MANAGER, HERRIN TRANSPORTATION CO., HOUSTON, TEXAS



MR. BRODNAX puts nylon cord tires on all of his company's trucks, finds that nylon results in the lowest tire costs yet.

"On roads where *normal* temperatures reach 105 degrees, we were having too many road delays from blowouts. We found that nylon resists the blistering highway heat that kills tires made with ordinary tire cord. In our trucking operation, with 700 vehicles, that kind of protection means *lower operating costs*. Nylon gives tires the toughness that permits thousands of safe, extra miles, many more retreads, and practically no blowouts due to tire cord failure. We put nylons on all our trucks and our mileage records have proved to us without a doubt that nylon means many more miles per tire, better cost per mile."

Prove to yourself that nylon cord tires cut tire costs and increase average tire mileage. Nylon cord tires are made by all major tire makers (Du Pont makes only the tough nylon yarn that gives strength to the tire).



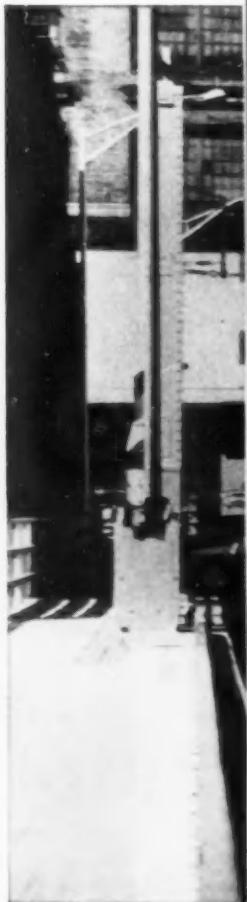
BETTER THINGS FOR BETTER LIVING . . . THROUGH CHEMISTRY

THE SAFEST, STRONGEST TIRES ARE MADE WITH

NYLON

Tandem-axle INTERNATIONAL are specialized to put

V-8 powered. From rugged cabs to weight-reducing chassis and tandem rear ends, six-wheel INTERNATIONAL V-8 Trucks offer more for less. Engines are perfectly matched to drive lines . . . give you a power train engineered exactly to your operation. All-truck engine design assures lower operating costs, longer life. Metered-flow water jacket evens engine temperatures. True truck pistons and rings reduce oil consumption. Finish-honed replaceable exhaust valve guides and self-aligning tappets further reduce nominal downtime. The pay-off: dependable trucks that get the job done on schedule! Ratings to 65,000 lbs. GCW.



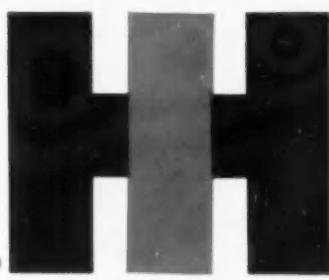
Diesel powered. From smallest to largest component, six-wheel model DCOF-405 INTERNATIONAL Trucks are premium-built for premium profits. These "Multi-Million-Mile" diesels haul bigger loads over the highway, trip after trip. Stop only long enough to make the turn-around and start off with another payload. After countless hours of "leave-the-key-on" operation, a growing list of prominent fleet owners are finding these custom-built DCOF-405's do the job to perfection. What's more, they are cutting overhead expenses with fewer trucks. Tandem-axle models for your job to 76,800 lbs. GCW.

L
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TRUCKS more pay into payloads!



INTERNATIONAL
TRUCKS
cost least to own!



INTERNATIONAL HARVESTER CO., CHICAGO • Motor Trucks • Crawler Tractors • Construction Equipment • McCormick® Farm Equipment and Farmall® Tractors

"More Recaps! from Dayton's long-lasting strength"

*says Maintenance Superintendent,
Large City and Over-the-Road Fleet*

"Dayton Thorobred Tires take the heat of high speed over-the-road hauls and the rugged stop-and-go of city delivery . . . give top recapability."

Here's why. Exclusive Electroni-Cord Construction makes Dayton Thorobreds SUPER-STRONG . . . actually up to 30% stronger than the average of four other leading firstline

tires. Such tremendous strength permits elimination of excess bulk . . . bulk which produces tire-destroying heat. So Dayton Thorobreds run cooler, stay stronger, longer . . . provide a greater-than-average recap potential.

Fleets who figure final cost swear by Dayton Tires for lowest cost per mile in every type of trucking service. Next time you order tires, call your Dayton Distributor. And get the most for your money by specifying them on new equipment purchases, too.

THE DAYTON RUBBER CO., TIRE DIV., DAYTON 1, OHIO

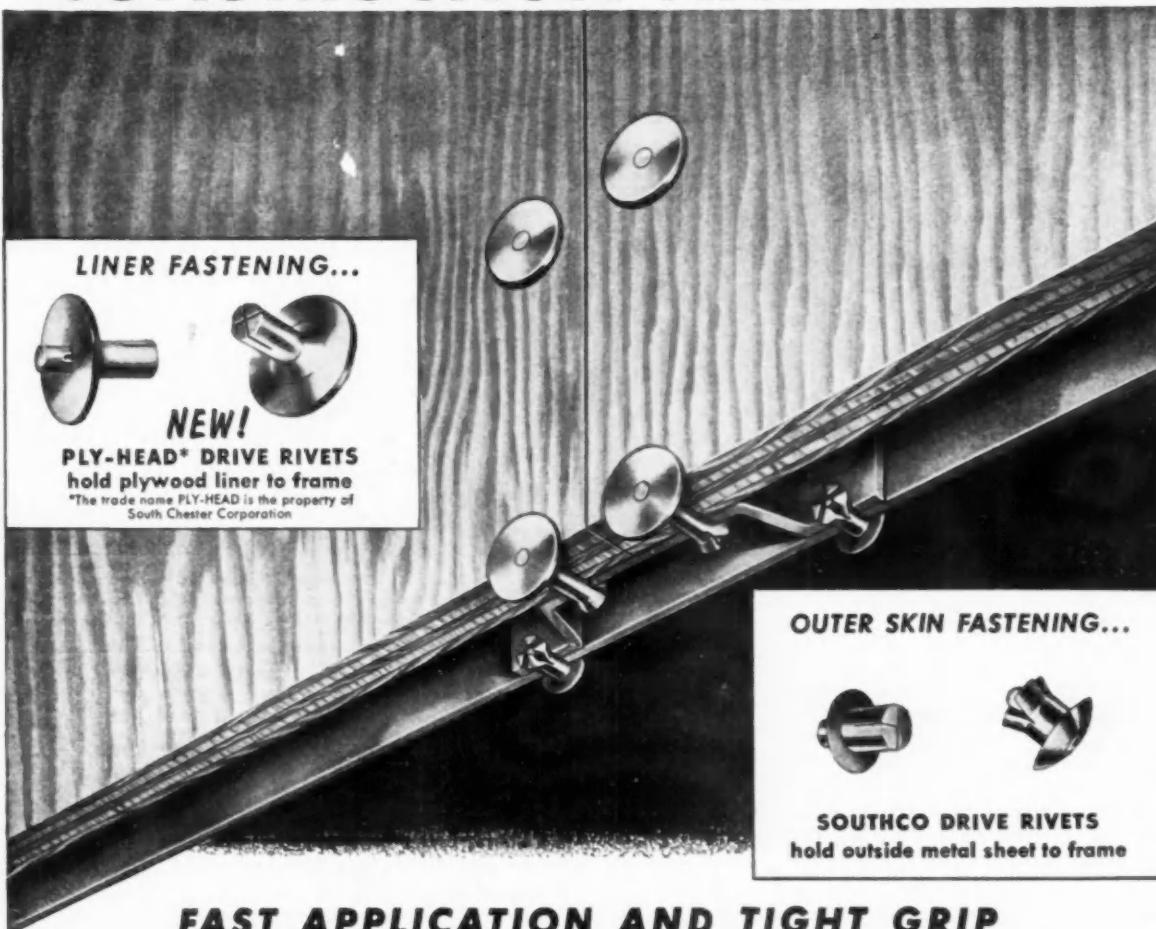


Dayton Thorobred® Tires

A COMPLETE LINE OF NYLON, SUPER CORDURA AND RAYON TRUCK AND PASSENGER TIRES

MEMBER OF
ATA
FOUNDATION INC

FOR TRAILER BODY CONSTRUCTION AND REPAIR



FAST APPLICATION AND TIGHT GRIP

Original equipment and replacement costs are reduced with Southco Blind Drive Rivets and "PLY-HEAD" Rivets. Application is speeded and high loading pressures are obtained. Built-in "pull-up" action automatically assures uniformly tight joints.

The extra large underhead bearing area of "PLY-HEAD"

Rivets greatly reduces failure of the plywood surface at the fastening point.

A hammer is the only tool needed to expand these Southco Rivets. Special tool costs and maintenance are eliminated. No buck-up or finishing operations are required. There is no noise, no waste, no clean-up.

Simplify your body building and maintenance operations; send for complete data now. Southco Division, South Chester Corp., 228 Industrial Highway, Lester, Pa.



SOUTHCO FASTENERS
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Southco Div., South Chester Corp.
228 Industrial Highway
Lester, Pa.

Please send me your new, illustrated Southco Blind Drive Rivet Catalog containing sizes, types and specifications.

NAME _____

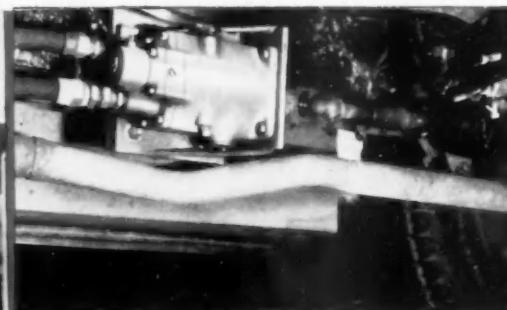
COMPANY _____

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Part of the Fried & Reineman fleet, all of which are equipped with Sundstrand hydraulic drives providing power for the over-the-cab refrigeration units.



Power take-off mounted pump is heart of Sundstrand drive system, delivers constant flow of oil despite wide variations in truck speed.



Closeup of refrigeration unit shows hydraulic motor that drives refrigeration unit compressor. Drive is quiet, dependable, and free of maintenance.

MAINTENANCE COSTS CUT 75%

by standardization on Sundstrand Hydraulic truck refrigeration drives

Dependability and economy of operations, as well as a 75% reduction in maintenance requirements, are benefits being realized currently by Fried & Reineman Packing Company, Pittsburgh. They are the result of standardizing on Sundstrand constant speed truck refrigeration drives for the company's entire fleet of 23 trucks. The company, one of the largest independent meat packers in the East, started with four Sundstrand-powered refrigeration units and completed its conversion

of all 23 trucks six months later.

"We've had these units in some of our trucks as long as a year," says Plant Superintendent Karl Gabosh, "and we've had no maintenance problem. They're performing exceptionally well, so that if we need additional units in the future, we would reorder without hesitation." Standby operations are equally simple with the plant power supply used to drive an electric motor that turns the refrigeration unit compressor.



SUNDSTRAND HYDRAULIC DIVISION

SUNDSTRAND MACHINE TOOL CO., ROCKFORD, ILLINOIS, U. S. A.

Eastern Sales Office: 89 Summit Ave., Summit, N. J.

AIRCRAFT AND INDUSTRIAL HYDRAULIC TRANSMISSIONS, PUMPS, MOTORS, AND VALVES • OIL BURNER PUMPS • AIR SANDERS • LATHES, MILLING, BROACHING AND SPECIAL MACHINES • BROACHING TOOLS • MAGNETIC CHUCKS



McLean service area is shown above. Giant shop is at left, "ton-a-minute" terminal is around bend at upper right. In picture at left, CCJ editors Winsor and Rawson are being greeted by McLean President Davis and Vice President Benton. Third member of CCJ team, Palmer, was photographer for the shot

NO TWO TRUCK operations are ever alike. That's what makes the industry so interesting, an editor's job so challenging and a feature like this long overdue.

For this is the story of *one* such operation—first of a new series of reports in depth by COMMERCIAL CAR JOURNAL's mobile editorial team.

In this 16-page report you'll learn a lot about the McLean Trucking Company, Winston-Salem, N. C. It's one of the nation's largest and fastest growing carriers. You'll find out how the management team put its stock on the New York Stock Exchange. You'll see, in detail, what equipment it operates, how it is maintained. There are also details of the terminal procedures, the safety and training programs, and the public relations activities. You'll even take a short flight into highly mechanized accounting.

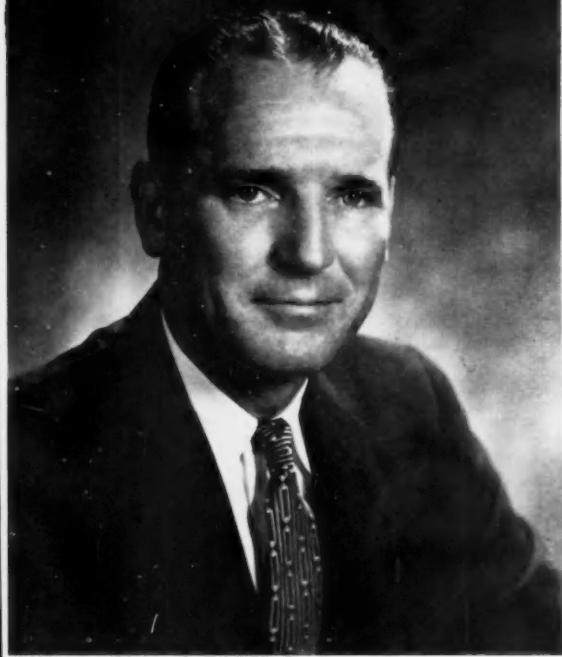
But perhaps most important to you, Mr. Reader, is the relationship of this story with others to follow. For future reports in depth will cover government and private fleets as well as other common carriers. Whatever your own job specialty or whatever your fleet's vocation, we believe you will find high points of interest in the whole series.

A limited number of reprints is available. One for your personal file is free.



A REPORT IN DEPTH BY
CCJ's Mobile Editorial Team

FIRST OF ALL ➤



Paul P. Davis came to McLean in 1943 as chief accountant, moved to sales manager in 1945, became vice president-sales and a director in 1948 before being made president in 1955

PAUL DAVIS HEADS

He's proud of the fact that McLean Trucking Company stock is traded on the New York Stock Exchange. The fleet turned a record \$1.1 million net income after taxes to make the grade

THE STORY OF McLean Trucking Company is really two stories in one. The first can be told briefly. In the early thirties Malcom McLean drove his first truck from the Carolinas to New England with a load of textiles.

He organized the company in 1934, moved it to Winston-Salem in 1943. With an able assist from Brother Jim and Sister Clara, he parlayed that first vehicle into a trucking empire. Then in January, 1955, the family voluntarily relinquished all control of the trucking company to develop their new "Sea-Land" container service.

Up till then not too many people had paid much attention to the management team behind the principals. But suddenly all the trucking world took notice.

Story No. 2 begins with the election of Paul P. Davis—the obvious choice—as president. He had come to McLean as chief accountant in 1943, was made vice president for sales and director in 1948.

His first step was to make sure of his own top management team. It consists of the six vice presidents and the corporation secretary pictured on the opposite page. All are directors of the corporation.

How well has the new team done? Magnificently: In fiscal 1957 (ended June 30) all barometers were at record highs, well above the 1956 levels, i.e.:

- Operating revenue—\$25.1 million
- Net income (after taxes)—\$1.1 million
- Current assets—\$6.2 million
- Working capital—\$4 million
- Net worth—\$5.9 million

Then in January 1958 Davis and his team made both trucking and financial headlines. They put McLean stock on the "Big Board"—the New York Stock Exchange. In doing so they made McLean symbolic of a growing trend . . . truck line financing through the sale of stock to the public.

The idea isn't new. McLean stock has been available "over the counter" for years. In fact there are at least 14 other common carrier fleets that are so financed. But McLean was the first operating company to make the "Big Board."

It wasn't easy. There are specific requirements. Among them: A net profit of more than \$1 million; at least 300,000 shares, and evidence of sound financial structure.

But the benefits are important. Here's how President Davis outlined them for CCJ's Mobile Team:

- Added sales prestige of "Big Board" listing.
- A ready market for new issues—approved even for institutional investors.
- Widely diversified ownership.
- Quickly available and strengthened credit rating.
- Plus a number of benefits to the stockholder including quick liquidation, fixed commissions and more stable price.

With McLean thus established as a leading contender in the field of intercity trucking the next step is to find out how it got that way.

One way is to have had most of the operating rights you need before the Motor Carrier Act of 1935 put the brakes on free and easy expansion. The other

This is

Report in depth by
CCJ's Mobile
Editorial Team



THE MANAGEMENT TEAM

A row of seven black and white headshots of men, each with a caption below it identifying their name, title, and tenure with the company.

M. C. BENTON, JR. Vice President Treasurer Chairman, Executive Committee 19 years with McLean	B. L. FRAZIER Vice President Traffic 11 years with McLean	J. T. BARNES Vice President Sales 3 years with McLean	C. H. WELLS, Jr. Vice President Operations 17 years with McLean	L. T. BRETHERTON Vice President Eastern Division (New York City) 16 years with McLean	MAX COOKE Vice President Claim Prevention (also Safety, Insurance and Communications) 17 years with McLean	H. D. WARD Corporate Secretary Director of Purchases 15 years with McLean
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way is to "purchase" rights by acquiring other companies.

McLean is a young company. In 1935 its operating authority consisted mostly of a long thin line from North Carolina to Massachusetts. Thus it is natural that subsequent history is highlighted by the purchase of other lines. Among them: American Trucking Co., Pee Dee Express, Inc., Simpson Motor Lines, Inc., Garford Trucking, Inc., Fleetway Motor Freight, Inc., Carolina Motor Express Lines, Inc., Vollmer Transportation, Inc., Gore Freight Lines, Meridith & Hitchcock, Inc., and Service, Inc. The last was merged in May of this year.

It is no secret that many of these smaller lines were in serious financial trouble at the time of their acquisition by McLean. But all had the operating rights that McLean wanted. And all the routes thus gained have made money under the magic touch of McLean management.

McLean now awaits approval from the ICC on its application to purchase Hayes Freight Lines, Springfield, Ill., presently operates it under temporary authority. Hayes grossed \$14 million compared with McLean's \$31 million in calendar 1957.

Teletype messages arrive in communications center punched in tape, are relayed automatically by feeding tape back into machine, selecting correct destinations by push button



THE FLEET'S VEHICLES



Fruehauf & GMC Top Equipment List

FRUEHAUF TRAILERS

Model No.—VVEERR-55-35-DF (all aluminum)
Length—35 ft with 6 in. drop frame.
Capacity—2200 cu ft.
Floor—Aluminum with three wood nailing strips.
Suspension—Fruehauf "Rubber Ride" tandem.
Tires—11.00 x 22.5 tubeless.
King pin location—24 or 36 in. from front.
Wiring—in outside conduits.



OPEN-TOP TRAILMOBILES

Model No.—C4232.
Length—35 ft.
Suspension—Trailmobile tandem.
Tires—11.00 x 22.5 tubeless.
Tarpaulin—Neoprene (with no fixed ridge pole).

GMC TRACTOR

Model No.—GMC DF-862.
Engine—GMC SE 671 diesel.
Governors—Factory supplied, 1800 rpm, and 55 mph road speed.
Shutters—Kysor, air operated.
Starter—Delco 12-volt.
Generator—Delco 50-amp.
Clutch—Lipe-Rollway 14-in. dual plate.
Transmission and Rear Axle—(Northern runs Fuller R96 10-speed Road Ranger, direct in 10th, air actuated shift, Eaton single-speed 3.7:1 ratio rear axle.
Transmission and Rear Axle—(Southern runs) Spicer No. 6853-C 5-speed, overdrive in fifth, Eaton No. 19503 two-speed 4.33:1 and 5.89:1 rear axle.
Front Axle—Timken Model No. FE900 11,000-lb.
Steering—Saginaw No. 568D 30.5:1 (not power).
Wheels—Dayton 6-spoke, 20-in., cast, heavy-duty hub.
Tires—11.00 x 22.5 12-ply, tubeless, nylon or rayon.
Air Compressor—Wagner, water-cooled, 12 cu ft. Air tank has Wagner water ejector.
Breakaway Valve—Wagner, with automatic stop light switch.
Relay Valve—Sealco Model No. 9100.
Fuel Tank—Two 60-gal steel barrel type.
Fifth Wheel—Fontaine, A.S.F. or Simplex 36-in. mounted 12 in. ahead of axle.
Cab—Bostrom level-ride 80 driver seat. Bucket seat on passenger side. Monroe Standard Galion wig-wag low air pressure indicator. Trico dual air wipers. 22-in. steering wheel (special).



IN THE SPRING of 1958 there were over 2000 units of mobile equipment in the entire McLean fleet. There were 526 diesel road tractors of which 456 were GMC's ranging in age and type from conventional 4-cylinder models to the newest DF 832 COE sleeper models. The remaining 70 included 65 new tilt-cab Model No. H63T Macks. The newest models of each make have been selected for detailed analysis at left.

Similarly there were 1137 trailers ranging from a group of more than 400 Fruehauf "Volume Vans" to some 50 units for city pick-up in the 22-ft class. Included are 25 new open-top Trailmobiles, a few reefers and other special purpose units. Again we have listed basic specifications for the two newest groups.

— Plus 65 Macks

MACK TRACTOR

Model No.—Mack H 63T.
Engine—Mack END 673 diesel.
Governor—American Bosch, 2100 rpm under load.
Shutters—Kysor, air operated.
Electrical system—12-volt (24-volt starting).
Batteries—four 6-volt.
Starter—Delco 24-volt.
Generator—Delco 50-amp, 12 volt.
Oil Filter—Luberfiner.
Air Cleaner—Winslow oil bath.
Clutch—Mack.
Transmission—Mack 5-speed, direct in fifth with Mack 2-speed Duplex auxiliary.
Rear Axle—Mack RAD 4.58:1 ratio.
Front Axle—Model No. FA2511 11,000-lb cap.
Steering Gear—Mack (not power).
Wheels—Mack spoke, 20-in., cast, 7½-in. rim.
Tires—11.50 x 22.5 tubeless, nylon or rayon.
Brakes—Bendix-Westinghouse, 7-in. on rear. Orschlein drum-type parking brake.
Air Compressor—Bendix-Westinghouse gear-driven, piston, 12 cu ft. Bendix-Westinghouse protection valve. Air tank has Gram-Whit moisture ejector.
Fuel Tank—Two 55-gal steel barrel type.
Fifth Wheel—Fontaine 36-in. mounted 9 in. ahead of rear axle.
Cab—Bostrom level-ride 80 seat. Mack heater. Trico wipers. West Coast type mirrors. Wig-wag and buzzer low air pressure indicator.
Shock Absorbers—Double acting, front only.

The selection process is always involved, but there are basic guides. At McLean:

The need for new equipment and justification for its cost originates with the Board of Directors.

The type of equipment is dictated by the runs. The never-ending search for maximum cube led to the high-cube van of at least 35 ft. The long hauls to the north and west were "naturals" for driver teams and sleeper cabs. That combination spelled COE's.

The make of equipment depends on such factors as price, economy, performance, availability. And at McLean there may be just a touch of sentiment. For most anyone around the yard will point out an old four-cylinder "Jimmy" and say: "There's the truck that made us what we are."

The final specifications are always drawn up by the maintenance department, often take four pages for a single model.

204 TRUCKS, 250 LIGHT TRACTORS

GMC, Dodge, Chevrolet, Ford and International Harvester trucks are included in the pickup fleet at the 49 terminals. There are also 250 light tractors for intracity delivery



WHEN THEY NEED SERVICE

st

mph

R96
ated

No.
9503

hub.

Air

light

anted

seat

wag

ers.

1958



J. A. CAMPBELL

is director of maintenance and general manager of McLean's wholly-owned subsidiary, Modern Automotive Services, Inc. He's a 17-year veteran

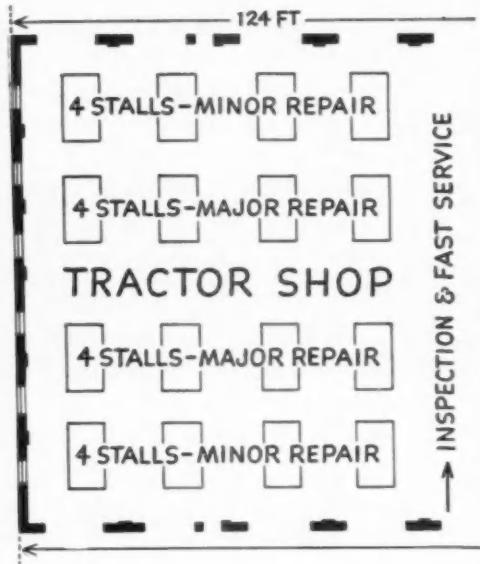
YOUR CCJ EDITORS have seen newer, more elaborate shop facilities than McLean's. But none that do a better job of keeping vehicles on the road. The shop is operated as a wholly-owned subsidiary headed by J. A. Campbell and his number-one assistant, a pleasant Southerner named J. P. "Press" Boyd. Together, they run a maintenance organization of 209 men.

The length of trips has an important bearing on any shop procedure. Most of McLean's tractors on the heavily-traveled Northern run average 2000 miles between calls at Winston-Salem. When they do come in, they get the full treatment.

After trailers have been routed to the dock, the first port of call for inbound tractors is the tractor service lane (above right). Here the tractor is lubricated, and tires are serviced. It then goes to the inspection and fast service lane in the tractor shop. Here driver's report, maintenance records and results of on-the-spot inspection are studied. This determines the next step which may call for repairs. Some can be done on the spot. But if they take more than 15 minutes, the unit is routed to repair area. Final stop before the "ready line" is the wash lane. This incorporates high pressure spray pictured on the following page.

Trailers go through the
trailer service lane for check on tires, lights and safety equipment. They then go outside shop in back where they are fully washed with a portable fork-lift rotary brush. In the opinion of CCJ's visiting team, one of the great secrets of McLean's maintenance

(TURN TO PAGE 76, PLEASE)



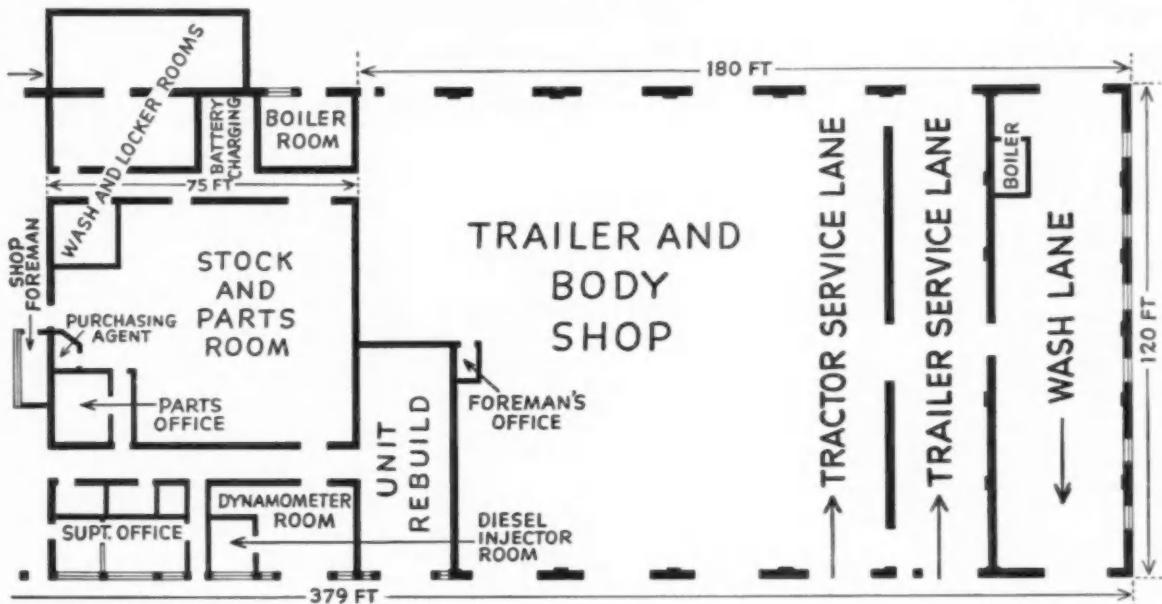
As is often the case with

GIANT SHOP KEY

EQUIPMENT LIST

Tractor Shop

- "A"-Frames with 2-ton hoists (2)
- Metal work benches (15)
- Vises—4 in., 6 in. (8)
- COE dolly
- Floor Grinder
- Wheel balancer
- Headlight testers (2)
- Electric welders (2)
- Spark plug cleaner & tester
- Hydraulic crane
- Hydraulic floor jacks (5)
- Hydraulic hand jacks (2)
- Axle stands (20)
- Wheel dollies (7)
- Bench grinders (7)
- Parts washer
- Creeper (26)
- Drill press
- Vacuum cleaner
- Hydraulic wheel seal installer
- Transmission jacks (6)
- Fire extinguishers (13)
- Radiator pumps—solder-sealed (3)
- Tow bars (3)
- Wheel bearing packer
- Reefer work bench
- "Freon" pump



larger fleets, Mc Lean's maintenance is done by a wholly-owned subsidiary.

TO EFFICIENCY



Report in depth by
CCJ's Mobile
Editorial Team

Acetylene-oxygen
torches (2)
Scale
Hand grease guns (2)
Air grease guns (2)
Air wrenches— $\frac{1}{2}$ in., $\frac{5}{8}$
in., 1 in. drive (4)
Hand oil pumps (3)
Brake Doctor
Compression gage
Brake cylinder hone
Work steps for COE (7)
Chassis dynamometer
Radiator checking vat
Gas radiator cleaning
vat

Battery chargers and
testers (3)
Battery cell tester
Radiator pumps (5)
Unit Rebuild
Boring bar
Engine dynamometer
Engine stands (2)
Lathes (2)
Drill press—22 in.
Grinders (4)
Post grinders (2)
Armature cutter
Electric drills— $\frac{3}{4}$ in., $\frac{1}{2}$
in., $\frac{1}{4}$ in. drive (3)

Arbor press—No. 3
Radial drill—36 in.
Fuel pump capacity
tester
Injector tester
Flow meter
Manometer—36 in.
Drill vises—4 in., 6 in. (2)
Injector tube service tool
Thermometer
Reamers— $\frac{1}{2}$ in. and up
(29)
Pullers (4)
Tension indicators: 0-160
lb (3)
Blower repair set

Seal Expander
Timing Case
Valve refacer
Valve seat grinders (2)
Valve spring tester
Valve spring remover
Cylinder head test stands
(4)
Radiator shutter testers
(2)
Bushing tool set (for
Mack)
Oil cooler Cleaning
pump
Engine lifting hooks (2)
(Turn Page, Please)

EQUIPMENT LIST

(Continued)

Giant Shop . . .

Continued from Page 74

success is learning to get the most out of the equipment it has. Two examples will illustrate the point.

Most fleets had very little success with the Fruehauf torsion bar suspension of several years back. It was a trick to lubricate it correctly and even more of a trick to overhaul it when needed. McLean learned to do both. By proper lubrication, the periods between overhaul were doubled or even tripled over most fleet experience. And when overhaul was necessary, McLean set up an entire department to do it on a production line basis. Net result: Successful and economical operation. Many of the men around the shop will tell you that they wish the newer equipment still had the old suspension.

Another example is the GMC diesel. There are many four-cylinder units still in the fleet. Because of their limited power and ever-increasing loads, it has been necessary to operate them at maximum output. This puts a strain on any engine. So when McLean overhauls them they make sure the job is right. In the first place they use latest replacements from the factory, many of them incorporating refinements from the original design. Everything is carefully fitted in the extensive rebuild shop. And before assembly, the block and head are pressure-tested for leaks in a hot water submersion tank.

The newest GMC equipment has the new SE (for super economy) 671 engines, with the new type cams, intake ports and four exhaust valves per cylinder. Other six-cylinder equipment is being converted at time of overhaul to meet exactly the same specifications as the new ones.

Tractor shop has large sign with ICC requirements. Emphasis is on items which will put a rig "out of service"



Hand grease guns (3)
Star drill sets (6)
Pipe cutter—2 in.
Pipe die set— $\frac{1}{8}$ in.- $1\frac{1}{4}$ in.

Stud remover set
Valve seat remover set
Ring expander tools (3)
Cylinder grinder
Valve seat cutter
Clutch repair stand
Arbor presses— $1\frac{1}{2}$ -ton
Armature tester
Distributor tester
Sleeve puller (for GMC)
Cam shaft bushing tool
Lapping block sets (4)
Injector test stand
Liner holding set (2)
Bore indicator
Rod gage

Bore gage
Valve gage
"C"-clamps (4)
Micrometers (7)
Mandrel set
Impact wrenches (2)
Oil leak detector
Sleeve pullers (3)
Fuel pump repair kit
Milling cutters (2)
Vise and anvil combo.
Cleaning vat (gas fired)
Engine dollies (12)
Transmission dollies (5)
Parts carts (7)
20-gal cleaning tanks (3)
Injector service kit

**Tool Room
(Parts Dept.)**
Body sander
Tap and die sets (3)
Voltage regulator testers
Cam-angle machines (2)
Cylinder hone
Timing light

For all rebuilt engines

there is specific run-in procedure on the engine dynamometer lasting better than two hours. When they are installed in a truck, they are ready to roll without restriction on the driver.

There is also a chassis dynamometer in a separate building (which keeps noise away from the main shop). It is used both for periodic inspections and for trouble-shooting.

Other highlights of McLean maintenance include:

- Special emphasis on ICC safety requirements.

High pressure washer is controlled by an electric eye. All rigs get a bath before heading for the "ready line"



Pipe threaders—groove
cleaners (3)
Ring compressors (3)
Electric fuel pump
Pipe or tubing benders
Steering wheel puller
Governor gage
GMC sleeve hold down
Boring gage
Dual clutch adjusting tool
Cam shaft puller and
spacer
Wheel bearing adjusting
wrenches (2)
Oil seal expander
Hydraulic bleeder ball
Engine pre-oiler
Pilot bearing puller
Pinion yoke holder
Wrench sets, sockets,
ratchets, extensions
GMC compression gages
Hand gages for trailer
air hoses (2)
Fuel pressure gage
Stud remover

Electric drills— $\frac{1}{2}$ in., $\frac{1}{4}$
in. (6)
Torque wrenches—1 in.
Vacuum gage
Wheel wrenches (2)
Torqometer
Body Shop
Tap and die set— $\frac{1}{4}$ in.
to 1 in.
Jig saw
Parts carts (2)
Anvil and vises (2)
Brake shoe riveting ma-
chine
"A"-frames with 3-ton
hoists (2)
Oxygen-acetylene torches
Fire extinguishers (7)
Ladders (14)
Forge
Adjustable stands (9)
Metal bender
Body clamps (37)
Caulking guns (3)
Body jacks (3)

Air body hammers—1 in.
Chain hoists—2-ton, $1\frac{1}{2}$ -
ton
Air wrenches— $\frac{1}{2}$ in.
drive, $\frac{3}{4}$ in. drive (3)
Body riveters—air oper-
ated (3)
Disc sanders (7)
Electric drills—1 in., $\frac{1}{2}$
in., $\frac{1}{4}$ in. (13)
Electric impact wrenches
Electric welders—H 200
amp., 150 amp.
10 and 20-ton trailer
jacks (15)
Wheel and axle dollies
Bench grinders (3)
Skill saws (2)
50-ton hydraulic press
Electric rip saw
Fender & hood straight-
ener
Drill press (electric power)
Gear puller sets (2)
Parts cleaner
Bearing packer

Sewing machine
"I"-beam on roller stand
Floor jacks, 20-ton (2)

Service Lanes

Air compressor
Air wrenches (4)
Air jacks (3)
Floor jack
Hand jacks (2)
Jack stands (4)
Gear, grease, oil pumps
Pump meters (23)
Electric drills— $\frac{1}{4}$ in. (2)
Grease gun control
handles (20)

Tire Recap Shop

Tire buffer-grinders (4)
Tire spreaders (4)
Tire molds and stands (8)
Section molds (3)
Tire changer
Fire extinguishers (4)
Curing rims (20 sets)
Curing matrix

Note the big sign in one of the accompanying photos. It's a constant reminder to keep units from collecting "out of service" stickers.

- An unusually-well-equipped body shop that combines frame straightening, metal working, wood working and upholstering for both tractors and trailers.

- A tire recapping plant with eight tread molds, three section molds and much related equipment. It turns out about 750 recaps and nearly 300 section repairs a month. Many of the latter would be scrapped with normal outside service.

Sure it costs a little more for maintenance of this kind and frankly, we've often wondered why there are as many tractors as there are on the Winston-Salem lot at any given time. But the answer comes back quickly. It is the *only* major shop for 526 diesel road tractors. Even with all equipment in maximum use, a number of them are bound to be in for service at the home terminal. And this is especially true since all road drivers are based here. You'll learn more about that phase of the operation a few pages further on in the "McLean story."

Rebuilt engines are always on hand. Those on the left are overhauled. Others are headed for the rebuild shop



McLean's tire recapping plant is run by J. P. McEachin. It turns out 750 recaps and 300 tire sections monthly



TON-A-MINUTE

TON-A-MINUTE TERMINAL IS FULLY MECHANIZED

A 1300-ft dragline, 450 carts and 4 electric fork lifts handle the freight fast and carefully

THE LARGEST TERMINAL in the McLean system is at company headquarters in Winston-Salem. Opened in August, 1953, it was designed to handle a ton-a-minute or, three million pounds per 24 hours.

Located about a quarter mile beyond the shops, the terminal is free from shop and servicing traffic. The 300-ft approach-ways give ample room for maneuvering trailers into any one of the 118 dock-loading spaces, as well as providing room for parking outbound trailers.

Key to the high capacity of the terminal is its 1300-ft "dragline" and the efficient freight routing between pickup trucks and over-the-road equipment.

For example: PU & D trucks from the Winston-Salem area come in on the left side of the terminal at the front end. The majority of this freight is bound for the New York-New England areas or for Chicago. Over-the-road trailers bound for these points are on the same end of the terminal but on the right side. Consequently, the freight need go only around one end of the terminal on the "dragline" to be reloaded.

Freight coming in from the North or Midwest is unloaded on the right side of the terminal at the far end. It is reloaded on the left side at the same end of the terminal. Again the freight has only a short haul on the "dragline."

The "dragline" can handle 130 carts at the same time, and they can be used three or more times per complete circuit. "Empty" time is held to a minimum.

Supplementing the "dragline" is a fleet of four battery-powered fork lift trucks. They are used throughout the terminal to handle palletized cargo and as an aid in loading and unloading trailers. A separate room at the end of the building contains five battery chargers and other maintenance equipment. Since the terminal works 24 hours a day, seven days a week, it is necessary to have spare batteries on hand.



Highspeed pneumatic tube system connects the terminal office with 28 stations on both sides of dock

To speed terminal communications

a pneumatic tube system connects the terminal manager's office with 28 sub-stations on the loading dock. This expedites the handling of waybills, shipping documents and other paper work.

Terminal intercom is by an interplant telephone dial system. By dialing a three digit number, the terminal manager can call any extension at the terminal, or for that matter, any other extension in McLean headquarters or maintenance.

Scales are located near the "dragline" for quick use. Since much of the cargo passing through the terminal originates in the Winston-Salem area, the scales are in constant use.

Almost all shipments

requiring overhead loading go direct from the shipper to its destination with no terminal routing involved. Consequently, there is no overhead crane or other specialized equipment.

At present, the Winston-Salem terminal works an average of 1.7 million pounds of freight per day. The terminal was built with the future in mind as its "ton-a-minute" nickname indicates. But McLean makes every minute pay. Trailers are removed as soon as they are loaded and replaced by empty ones.



Above: The terminal area as viewed by mobile team. Shop and headquarters are around bend at far left

Right: Terminal platform is typical dragline operation with inbound and outbound stalls on both sides

Below: Special "charger room" keeps fork lift batteries in shape. It's well-lighted and ventilated



EQUIPMENT LIST

- 1300-ft dragline
- Dragline carts (450)
- Fork lifts, electric -powered (4)
- Scales (2)
- Pneumatic tube system
- Fork lift service room
- Motor generator, battery charger and controls
- 1-ton crane, electric
- Spare batteries (5)

Careful freight handling at the terminal is one reason for McLean's freight claims record—one of the best in the industry. For fiscal 1957, claims paid out amounted to \$161,948, or about six-tenths of a cent per dollar of gross revenue. Of total shipments, 99.5 per cent are claim free. Another reason for this excellent claim record is McLean's effective safety and training program. More about this on the next page.

TRAINING PAYS OFF



Safety Director Howard Walton displays pins, rings and watches which now form heart of award program



Small posters in cabs serve as constant reminders. This one features "Nancy," fleet's advertising model

A GIMMICK-FREE SAFETY PROGRAM

THERE ARE NO GIMMICKS in the McLean safety program. Instead, there's a flexible program which starts at the top, puts responsibilities where they belong . . . and gets results.

It's a system in which drivers are selected, trained and supervised with care. Selection is up to Personnel Department specialists. There's a separate Training Department (see next page). Supervision and discipline are up to the Operations Department. And there are the specialists in the safety department who tie the whole program together.

At the top, claims and safety are under Vice President Max Cooke. The safety director is Howard Walton. He has two assistants, a clerical staff, and 13 field safety supervisors working with him. The field men spend about half their time on road patrol. At other times they run safety meetings, help local terminal managers on their local-driver and industrial accident prevention programs.

Local safety is a terminal manager's responsibility. Pointing this up, local accident costs are charged to each terminal, affect the managers' bonus.

For city drivers, there's a steak-dinner incentive program. This plan passed the acid test recently, when Brooklyn drivers logged eight successive months without an accident. Prior to this, the attitude was that a perfect record in Brooklyn was impossible.

Incentives for road drivers now include only company and National Safety Council awards. There

was a merchandise incentive program. It was dropped when study showed that it was losing effectiveness. Company awards include pins, belt buckles (5 years), watches (10 years), ruby rings (15 years), and ruby and diamond rings (20 years).

Main reason why drivers prefer these to merchandise awards is that these awards can be shown to customers and fellow employees. It's a matter of pride.

And they have good reason to be proud. Costs for insurance and safety, as defined in the ICC standard accounting system, totalled \$958,657 last year. They now run at about 3½ cents per dollar of gross revenue. Last June a new company record of 505,378 miles per chargeable accident was set.

Among recent changes that had good results: Safety men on road patrol were given the option of stopping drivers for infractions and discussing the situation on the spot. This has improved driver attitude toward the road patrol, and is believed partially responsible for a drop in accidents.

Another change may be coming. In a test now under way, formal psychological tests are being weighed against interviews as a means of screening drivers. All drivers still take the tests, but only half are hired on the basis of the test results. Driving records of both groups will be compared at a later date to see if the tests are really necessary in selecting drivers.



Instructor J. D. Wilson discusses traffic problem during a session in the driver training class room



IS BUILT ON INTENSIVE TRAINING

THERE'S NO SECRET about McLean Trucking Company's formula for present and future success. Stated simply, it's this:

"Choose capable people; train them well; make them part of a smoothly functioning organization in which they can make full use of their abilities."

Training has been a Personnel Department function since 1954. Before that, it was under Operations and earlier still it was part of the Safety program. Now, McLean's Ed Brenegar is one of the few full-time training directors in the trucking industry. Main result of the separated training program is better balance in the training.

The driver school is the biggest single part of the training program. In addition to producing road drivers, it is the first step in the program for the Sales, Operations, and Maintenance department trainees.

To qualify as a road driver, a man must complete two weeks of intensive classroom and behind-the-wheel training at the driver school in Winston-Salem. There's an additional week of special training in mountain driving for men in the Charleston, W. Va., Division.

Next step is a 60-day period working with a specially-trained veteran driver. The new man gets helper's pay, the driver-trainer gets a $\frac{1}{2}$ cent per mile bonus. Final step is another 60-day session with a different driver-trainer. For this period the senior driver gets $\frac{1}{4}$ cent per mile bonus.

About one out of ten of McLean's road drivers are qualified driver-trainers. This is not too many, since in periods of intensive hiring the school has turned out 32 graduates a month for several months. To do the job, there's training chief Brenegar, one class instructor (Jack Wilson), one full-time driver instructor (Doc Kennedy), and a driver-trainer for every four men. Trainees are usually handled in groups of 12 to 16, with Doc taking the first four and other trainers brought in as needed.

Before a veteran qualifies as a driver-trainer, he must complete a one-week course in teaching techniques. The same course turns out local driver trainers who break in the city drivers.

Retraining of experienced drivers is another phase of the program. These sessions are scheduled during the summer and are two-day classroom sessions. Drivers are "invited" to attend, but it's not compulsory. Basic aim of these sessions is to sharpen up techniques on which the men may have shown weakness.

There's more to the program than driver-training, however. Looking to its need for future managers, the company has set up a college-graduate requirement for new salesmen, terminal managers and maintenance supervisors, and conducts a recruiting program at college-level. To qualify as a future terminal manager or salesman, a college grad must be a transportation or Business Administration major. Maintenance men must be Mechanical Engineers.

Sales and operations department trainees get two weeks of driver school and 14 weeks of road driving,

(TURN TO NEXT PAGE, PLEASE)

Intensive Training

Continued from Page 81

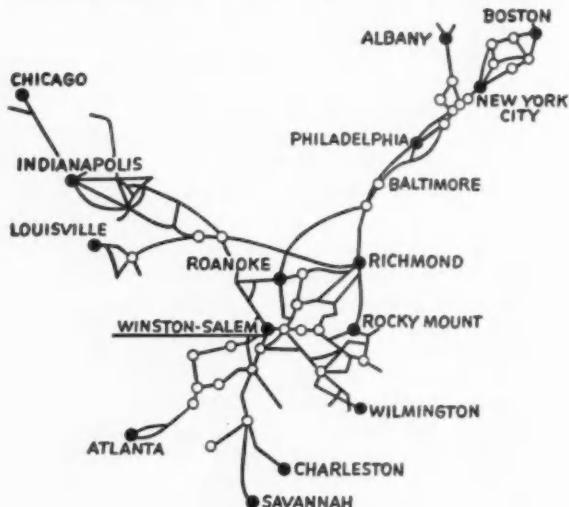
along with varying periods in other departments. The sales training program takes 49 weeks, including 18 weeks in the sales department. The operations program takes 52 weeks, including 20 weeks of terminal training.

A 74-week program for future maintenance supervisors has been developed. It's still relatively new. One man has completed half the course, at least six more are in the works. As mentioned, these men are all graduate Mechanical Engineers.

The maintenance trainees spend 16 weeks in the road driver training program, six weeks in general office and outlying terminal assignments and 52 weeks in the shop. In the shop particularly, they learn by doing. They spend nine weeks in the unit rebuild department, eight weeks on general repairs, another eight weeks in the trailer shop, six weeks in the tractor inspection department, four weeks on the service lane (including changing tires and washing rigs), and finally two weeks on the road with the field maintenance supervisor observing local maintenance methods.

At the end of the program, the trainee can get one of a number of assignments. He may operate a field garage under the supervision of the Field Maintenance Supervisor. He may be a "coordinator" at a main garage, which is about the same as being an assistant superintendent; he may be made a department supervisor at a main garage, or may act as a mechanical or automotive engineer in a staff capacity.

Map shows only general outline of area McLean serves. Routes started as one long thin line, grew into this 17-state network connecting 49 terminals. It does not include territory of Hayes Freight Lines now being operated by McLean under temporary authority from the ICC



PUBLIC RELATIONS

Customer and public goodwill is essential to McLean Trucking Company's success. To gain it, the company has added an effective sales promotion and public relations program to its basic program of safe, efficient service.

The program is directed by Sales Promotion Manager George E. Spaulding. He's shown at right with the ATA Customer Relation Council's first-place award for the Best Overall Program in the Council's 1957 Advertising Contest.

The award-winning program featured "Nancy," an attractive young lady who acted as company spokesman in the McLean direct mail and publication advertisements.

EMPLOYEE RELATIONS

One reason why the McLean organization functions smoothly is that company officials believe in keeping employees informed. There's the monthly "TREK," shown at right, for general news of company and employee activities. It's edited by John Spinks, who is also responsible for other phases of the internal communications program, under R. J. Ehrhardt, director of industrial relations.

Rumors can play havoc with employee morale. To avoid them, the company gets out the "official word" promptly whenever major plans are in the works. An example: drivers are briefed on plans to purchase new

STOCKHOLDER RELATIONS

Best way to keep stockholders happy is to make a profit for them. McLean Trucking Company has succeeded in that it currently has a record of 24 consecutive quarterly cash dividends since Oct. 1, 1952.

But the 4500 stockholders also like to be kept informed about company activities which affect their investment. For this purpose, there's the "Stockholder." It's an attractively printed quarterly report on latest developments in the company. Then, at the end of each fiscal year there's the complete Annual Report. This attractive summary of the year's

The basic direct mail program consists of a folder, printed in color, which carries a list of the company's terminals and telephone numbers. It's mailed monthly to customer contacts supplied by the company's salesmen. Latest mailing went to 27,000 contacts.

Other promotion activities include specialty items to be distributed by salesmen, publicity and public relations projects, assistance with preparation of the Annual Report, a miniature newspaper distributed quarterly to stockholders, and many other items of company literature for internal and external distribution. Much of the material is produced in the company's own print shop (see next page.)



units, and are given an opportunity to make suggestions on the equipment.

Another feature of the employee relations program is the recently-established pension plan. Approved by the Treasury Department in May 1957, it was retroactive to November 1, 1956. Among other things it provides retirement income from age 65 and life insurance benefits for eligible employees who die before retirement. Cost of the plan is deducted from established profit-sharing pools. In addition, there is a credit union (about 1800 members, with assets near \$600,000), and an employee stock-purchase plan.

progress has twice won Financial World's "Oscar of Industry" as the best truck or bus company annual report to stockholders.

There's no escaping the importance of success as a means of keeping stockholders happy, though. That's why the big part of the stockholder relations program rested on Treasurer M. C. Benton's report to the annual stockholders' meeting that: "The company is in sound financial condition," and President Davis' forecast that: "McLean Trucking Company should have another satisfactory year in 1958."

TREK McLean TRUCKING COMPANY WINSTON-SALEM, NORTH CAROLINA

Fiscal Year Report Best In History

Freight, Revenue Increases Shown

Pages 1-4 completed and audited for the fiscal year ended June 30, 1958. This report is preliminary, subject to final audit in all phases of business.

The report prepared for stockholders, which is being prepared for distribution now, will show 1958-1957 presented:

- A 17 per cent increase in freight volume.*
- A 17 per cent increase in operating revenue.*
- Increase in employee salaries, wages and other benefits.*
- During the last year McLean has had 100 new trucks brought in, compared to 60 in 1957.*
- Operating revenues for the year amounted to \$95,157,768.*
- Operating expenses amounted to \$85,144,760.*
- Net income was \$10,013,008.*
- Stockholders will be able to include the operating revenues through CMX and the net income.*

THE McLEAN STOCKHOLDER

VOLUME 3 APRIL, 1958 NUMBER 2

McLean Stock On N. Y. Stock Exchange; Road Unit Shown

Annual Meeting Of Stockholders Held January 13

Directors and Officers Re-Elected for Year

McLean Trucking Company stockholders re-elected the eight directors of the company for another one-year term at the annual meeting January 13, 1958. The meeting was held at the company's general offices in Winston-Salem.

Following the stockholders' meeting, the board of directors met to consider the financial condition of the company.

PLANNING AHEAD

This is

Report in depth by
CCJ's Mobile
Editorial Team



Management by Exception



Present IBM records equipment is unusually complete, handles the job well. But new "650 Tape" will greatly speed up processing, and will replace some machines

Newest Concept of the Machine Age

AT THE ENDICOTT, New York, plant of International Business Machine Co., a new "Tape 650" Data Processing Machine is being built for McLean. There will be no other machine like it anywhere, since it is designed expressly to handle McLean records.

It is the outgrowth of a series of conferences between McLean management and IBM engineers.

Interestingly, it will do nothing that McLean's own highly efficient, highly mechanized record system cannot do today. But it will process any of those records infinitely faster. Hence the birth of a whole new concept of mechanized efficiency which has been dubbed "Management by Exception." McLean's comptroller, A. D. Benton puts it this way:

"We know how much freight should move southbound from New York every day. We know how many miles per gallon tractor number 842 should make and how far it should go on a set of injectors. We know the normal wages for driver Jones. What we don't know is how these or a hundred other variables stacked up yesterday and the day before, until we can study the records.

"The '650' will do it for us. For its 'memory' can store 5 million facts. Into it we will feed 'norms' with reasonable tolerances for every detail of every operation. If the equipment, the tonnage, the hours en route, the payrolls, fall within those limits—nothing happens. But if they fall outside the limits, the '650' pops out the records instantly. Management can then put the emphasis where it should be placed—on the exceptions."

A \$50,000 Print Shop Pays Off



With five offset presses and a battery of related equipment, the McLean print shop turns out all of the 178 different forms used by the fleet, plus a considerable barrage of promotion and safety literature. It also handles company publications.

"Savings are hard to evaluate," says Shop Foreman Bob Troutt, "since we can and do use extra frills. But we figure at least 15 per cent below outside cost. And a big advantage comes from small runs. Usually we keep only a 30 to 90-day supply on hand."



CONSTRUCTION FLEET MAINTENANCE



Compiled by the Editors of COMMERCIAL CAR JOURNAL

AT YOUR SERVICE . . .

Accidents can happen

around vehicle hoists unless care is taken, warns the National Safety Council. To avoid them, the Council offers the following advice:

1. Air reservoirs should be drained daily of water.
2. On mechanical lifts, gears, drums, transmissions and motors should be guarded.
3. Electrical hoists should be equipped with limit stops.
4. Every mechanical automotive lift should be equipped with a brake of adequate friction to hold a load of twice the rated capacity.
5. A lift should never be used as a jack to support part of a vehicle.
6. Floors, especially under or adjacent to a lift, should be kept free of oil and grease. Hoists should be raised two or three feet when cleaning under them, and aisles or entrances to a lift should be barricaded.
7. Personnel for operating and maintaining automotive hoisting equipment should be selected carefully.

Magnaflux Corp. announces a safety

improvement in its "Spotcheck" dye penetrant inspection materials. The new "Spotcheck," which provides a convenient spray-can dye inspection method for locating cracks, seams, porosity and other defects open to the surface in almost any solid material, is also nontoxic, although the manufacturer does advise use in reasonably ventilated areas. Cleaners and developers are not made with carbon tetrachloride-base solvents, but with the safer chlorinated hydrocarbons. Oil-base penetrants have chlorine-free formulations.

General Electric's

Miniature Lamp Dept. has come up with three new Model No. PAR-46 headlamps for use on earth-moving equipment. The new lamps direct light far ahead while loads are being hauled at high speed to the dumping point. In addition, they are especially constructed to withstand extreme shock and vibration when used in appropriate lamp housings.

Caterpillar says

filtering improvements recently incorporated into their line have led to a substantial reduction in oil and filter changes. However, many owners still change lube oil more frequently than recommended. Some owners evidently try to play it safe by doubling the number of oil and filter changes.

The company has established change points based on any field conditions likely to be encountered. Engineers base their reputation upon the suggestions outlined in Caterpillar's Form No. 3242-1. They would not be given if there were danger in operating equipment within the limits listed. Here is a good place to look for waste in your operation. Check the recommendations and save oil . . .

Oil-seal bushings on

Euclid drive or trailing wheel axles are made for an interference fit on the axle spindles. If you attempt to hammer them in place, they may be damaged or broken. The following procedure insures correct installation of these bushings without damage and with a minimum of time and trouble. . . .

1. Remove old bushing from axle spindle.
2. Wash and deburr axle spindle.
3. Heat bushing evenly to 400°F. This takes about one minute using a torch with a heating tip. Use 400°F. "Templistik" or other temperature gage to make sure bushing is hot enough before attempting to install it on axle spindle. Some bushings may be oil-impregnated and the oil will smoke and burn during heating. This will not harm bushing in any way.
4. Slide heated bushing onto axle spindle while hot using light hammer taps only if necessary.

Matching dual tires on

off-highway equipment is just as important in saving tire life as it is on equipment operating over the road, according to Goodyear. Mismatched tires cause unequal weight distribution, subjecting the larger tire to overloading and causing premature failures. On dual wheels there should never be more than $\frac{1}{2}$ -in. difference in diameter, or $1\frac{1}{2}$ -in. difference in circumference on sizes larger than 8-25. Tandem drive graders should have matched tires on all drive wheels to eliminate excessive slippage and, in some cases, axle breakage. Checking tire matching is an easy operation. It will save good rubber—and lost time.

Trouble Shooting Turbocharger Failures

From the Schwitzer Corp., Indianapolis, Ind.

AN ANALYSIS of failed turbochargers indicates that approximately 40 per cent of failures are due to foreign material going through the turbine or the compressor. An additional 40 per cent are due to lubrication failures. The remaining 20 per cent are due to miscellaneous causes.

Some of the foreign material failures result from pieces of burned or broken valves and combustion cups which go through the exhaust system into the turbine. Other turbine failures are due to casting fins that break out of manifolds and ports. Occasionally pieces of the gasket overhang a port and break off into the exhaust system.

Failures due to nuts and washers dropped into the exhaust system are too frequent. Turbocharged engines frequently suffer from scuffed and broken pistons. Pieces of these pistons damage turbine wheels.

Compressor wheel failures also occur due to foreign material although not as frequent as turbine wheel failures. Sometimes pieces of the air cleaner break loose and go through the compressor. There have also been instances where hose connections fail and pieces of rubber or wire reinforcing from the hose gets into the compressor wheel.

Lubrication failures may be due to undersized or plugged oil lines. It is essential to have an adequate supply of oil at full pressure for the turbocharger bearings. The turbocharger runs at very high speeds and very quickly overheats with even a momentary failure of the oil supply.

On some turbochargers, a screen is installed at the oil inlet connection to stop chips and large pieces of

dirt from entering the bearings. Trouble is experienced when this screen becomes plugged either as a result of dirt in the oil entering the turbocharger or from sludge. With adequate filtering, plugging of this screen should never occur. It has been generally found that turbocharged engines require the best grade of heavy-duty oil to eliminate sludging.

Oil should first pass through a good filter of adequate size so there is always full oil pressure at the turbocharger bearings. Unfiltered oil should never be fed to the turbocharger.

Failures may be due to extreme exhaust temperatures encountered in high altitude operation or result from restricted intake pipes. Any engine that is operating close to its exhaust temperature limit at sea level will have excessive exhaust temperatures when operated at altitudes above 5000 ft. Altitude operation causes turbocharger speed to increase and may cause failures due to overspeeding as well as high temperatures.

Inlet restrictions due to plugged air cleaners, collapsing hose connections, or undersized air pipes reduce the air supply to the engine, result in excessive exhaust temperatures. This causes turbine housing cracking or even turbine wheel failure.

Dirt accumulation in the compressor parts results in malfunctioning of the turbocharger, eventually causes both engine and turbocharger failures. Enclosed compressor wheels are particularly susceptible to imbalance due to dirt accumulation on the inside of the wheel shroud. This causes bearing failures. Open unshrouded wheels do not accumulate enough dirt to cause trouble from imbalance.

With any turbocharger it is possible under certain conditions to accumulate enough dirt in the compressor housing and diffuser to reduce air flow capacity and compressor efficiency. Reduced air flow causes the engine to run hotter, may result in burned valves and pistons which in turn cause turbocharger failures.

Leaking gaskets or connections on either the intake or exhaust system cause a reduction in the air supply to the engine, result in high exhaust temperatures. Sometimes air connections and exhaust connections are made in such a manner that thermal expansion of the exhaust manifold and other parts connected to the turbocharger will produce very high loads on the turbocharger. These high loads result in housing distortions that cause the compressor and turbine wheels to rub. Rubbing of the wheels will set up vibrations in the blades that result in fatigue cracks and wheel failures.



Starting Aid

Diesel or gasoline engine starting aid is offered by Jetomatic, Inc., Ansonia, Conn. Says Jetomatic, it acts as an auxiliary carburetor. It generates its own heat to vaporize fuel and then combines it with air to send readily combustible mixture to cylinders. For diesel use, unit is connected to auxiliary priming fluid tank. It is dash mounted and operated.

Concrete Beam Hauler

This 80 ft trailer hauls pre-stressed concrete beams. No cranes are needed, as the trailer loads and unloads under its own power. This particular model is hauling a beam 70 ft long, 4½ ft high, 16 in. wide, weighing 20 tons. For loading, the trailer is backed over the beam. Two hydraulic cylinders lift it into position for travel. The process is reversed for unloading. The unit is made by the Lufkin Foundry and Machine Co., Lufkin, Tex.



Power-Operated Wire Rope Reel Speeds Handling for Western



LeTourneau's Largest!

R. G. LeTourneau, Inc., Longview, Tex., is back in the earth-moving business. Here is his largest (for the present) ever built. The giant dirt-eater carries a 70-ton work capacity, roughly equivalent to 50 to 60 cu yds. It operates on the "electric wheel" system with a DC electric motor geared directly to the inner-rim of every wheel. AC motors handle loading and unloading machinery, as well as steering. Power comes from a 600 hp Cummins diesel coupled to LeTourneau-built AC and DC generators. Size? It's 62-ft long, 14-ft wide, and has an empty weight of 130,000 lb. Tires are over 7-ft high. Top speed loaded: 20 mph. Price tag—"in the \$100,000 class."



WAREHOUSE stocks of wire rope are dispensed on a shop-built frame and reels in the Kansas City, Mo., warehouse of the Western Contracting Corp., Sioux City, Iowa.

A part of the dispensing rack consists of a power-operated unwinding reel that operates on a track in front of the frame.

Proper lengths and sizes for reeling each machine are power-wound from the main spool, tied up and shipped to the job.

Western is now working on its fifth contract on the Oahe Dam on the Missouri River, Pierre, S. D. It involves excavation of approximately 24,500,500 cu yd.

A world's record was set in 1956 on the same job. Western moved 145,000 cu yd in two 10-hr shifts. Oahe Dam will be the second largest earth dam in the world. Fort Peck Dam in Montana is the only one larger.



Shop Superintendent Albert Isbell uses two-way radio to contact fleet. Shop's transmitter is on a mountain top

Lubevan carries fuels, lubes, cleaning solvent and battery water. A diesel-powered generator supplies power



Field PM Eases

There is nothing haphazard about the preventive maintenance program of Isbell Construction Co.'s Arizona Division.

Headed by General Manager Roy Isbell, the Division's modern shops and offices are on a 70-acre site just outside Peoria, Ariz. On one job alone—the \$1½ million 10-mile alignment and paving of U. S. 60 near Seneca, Ariz.—it utilizes more than 90 pieces of construction equipment, has a payroll of about 100.

Isbell's main headquarters are in Reno, Nev. It claims active participation in the building of the West. Grandfather Isbell got his start using mule-drawn scrapers on the Carson City-Splinter Summit project back in the late 1800's.

By Morris P. Rosen

Isbell's Shop Schedules

Fully equipped mobile PM vans service equipment on the job. Shops are kept free to handle major repairs and overhauls

V FORESIGHT, rather than hindsight, is Isbell's operating philosophy. This is evident in the pains its Arizona Division has taken in designing and installing an efficient field service program, in laying out its loading dock and wash rack facilities, and in putting in its own 2400 ft. approved landing strip alongside the receiving and shipping area.

Three shop designed lubevans make routine calls on job site equipment, as well as emergency calls. Manned by a crew of two, each is a complete mobile service station. If a job is large enough, two lubevans

Welder goes right to the job site to make repairs. Welding truck has both electric and oxy-acetylene equipment



are used. If only one is free, it may run on double shift.

Newest lubevan is an International S-170, equipped with eight lubereels (Lincoln) at the rear. Each has a special function—for water, air, torque converter oil, hydraulic hoist oil, track roller grease, gear lube, crankcase motor oil, and chassis lube. Ingredients are stored in seven drums located on the forward part of the truck bed.

Reels are flanked by diesel and gasoline hoses, with gallonage recording gages (Neptune). Nearby is an electric service light extension with self-winding retrieving cord.

Lubereels operate off an Ingersoll-Rand air compressor mounted at the center of the truck bed and powered by a 7½-hp electric motor. Air is taken off the manifold and piped into each drum. Each lubereel is identified by stamped metal plates.

Drums are semi-permanent equipment. Five of the seven have refill ports with spring loaded caps. They can be refilled easily by a special pumping device, never start out only partially full.

A diesel engine (Deutz with a 12½-KVA generator) furnishes the electric power. There is a starting switch button for the pump that operates the diesel and gasoline reels. Three floodlights swivel vertically above. Each is cushioned on four small coil springs.

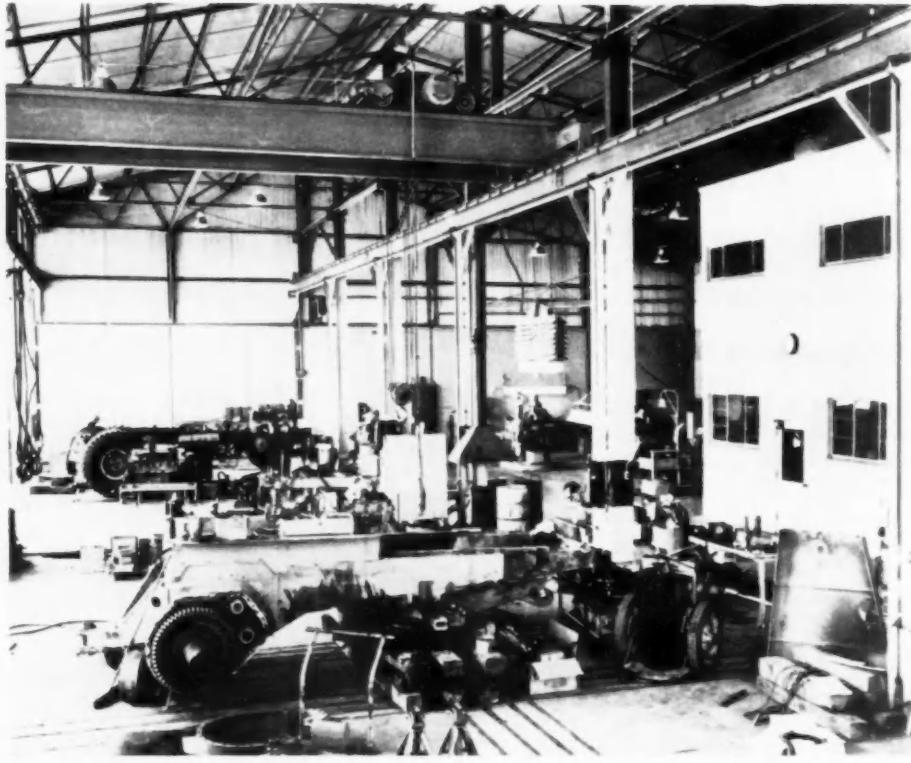
Welded on by Isbell mechanics is a lifting frame for the diesel unit sled with small I-beam runners. The frame is of angle iron and has a lifting eye so the entire unit can be lifted by crane. Nearby are ladders welded to the side of the truck bed.

Drum and contents are kept intact even over the roughest terrain. This is done by bolting down the drum lids with 1/4-in. J-bolts, hooked to eyes fastened to the truck bed.

Cylinders for holding 5-gal glass jugs of distilled water are suspended under the truck bed. Adjacent to the cylinders is an extra water tank for radiators. Capacity of the diesel fuel tank is 350 gal and the gasoline tank 50 gal.

Another Isbell innovation fabricated by company mechanics is a metal counter with a special well. Into this goes the cleaning solvent for servicing air cleaners. At the bottom of the well is a removable plug for easy draining.

(TURN TO NEXT PAGE, PLEASE)



Overall shot of shop in Peoria, Ariz. Note two-story shop office at right and special rails imbedded in the floor

Field PM Eases Isbell's Shop Schedules

Continued from Page C5

Loading dock north of the shops is a mound, built-up on two sides for loading 30 and 56-in. beds and sloping on the side nearest the repair shop. Only partially-paved because of the flow of heavy-duty equipment, it measures 90 x 100 ft and also includes the cleaning rack.

Transport trailers back up to the appropriate dock, so that the track equipment can be run off to the wash rack. This area is paved and has imbedded steel rails for easy movement of the carts.

The cleaning rack has a concrete-lined drain ditch. Steam and "Kelite" do the wash job. From the steam cleaning area, it is easy to drive the equipment down to the shops where imbedded rails allow them to be maneuvered inside.

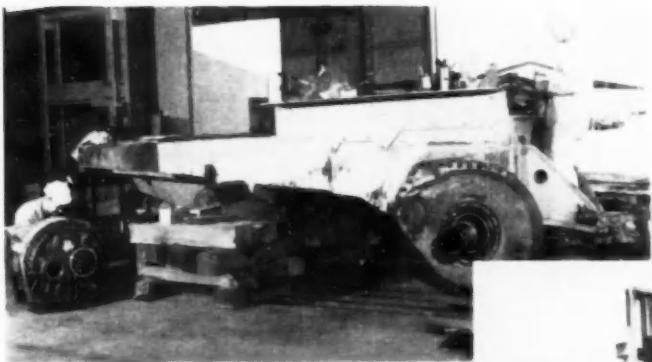
"Our shop checks every piece of equipment coming in from the field," points out Roy Isbell, "before allowing it out again. We line up the jobs we know have to come in. Often the reported defect is minor, but we'll discover other needed major repairs after checking them out."

For field repairs, Isbell has welding trucks with portable electric and oxy-acetylene equipment, plus a small crane hoist to handle equipment more easily. Oxy-acetylene cylinders are mounted behind the cab, with the electric welder toward the rear. The hoses are on reels, and there is a vice on the tailgate.

"We don't maintain a big stock of expensive replacement items," notes Albert Isbell. "In our job-site parts van we stock small items like gaskets, seals, fan belts, machine bolts and nuts. Transport trucks and pickups make runs daily and we're only 25 min from Phoenix, supply center for Arizona. In addition, we have our own planes, two of them, for emergency needs. Our landing strip allows us to taxi over to our shop warehouse for easy loading."

Pickup, supervisors' cars, and the Isbell airplanes have two-way radio. In the air-conditioned shop office at Peoria, there is a microwave set-up for contact with the main station atop a 4000-ft peak in the White Tank Mountains, 30 miles away. From there, contact is made with field operations which speeds up the work as well as being a tremendous help in case of accidents since telephones are not always available.

For quick identification, tools are painted a flamingo color. Isbell yellow on all



In the Peoria shop, the big Cat gets the full treatment. When finished, it will run like new.

A D9 Cat is readied for unloading at the Peoria shop. Tracks were removed and hauled separately.



equipment was originated by company President C. V. Isbell as a safety factor. It can be seen more readily through dust and at night through headlights than can other colors. The paint number and color are listed with a paint company to guarantee availability.

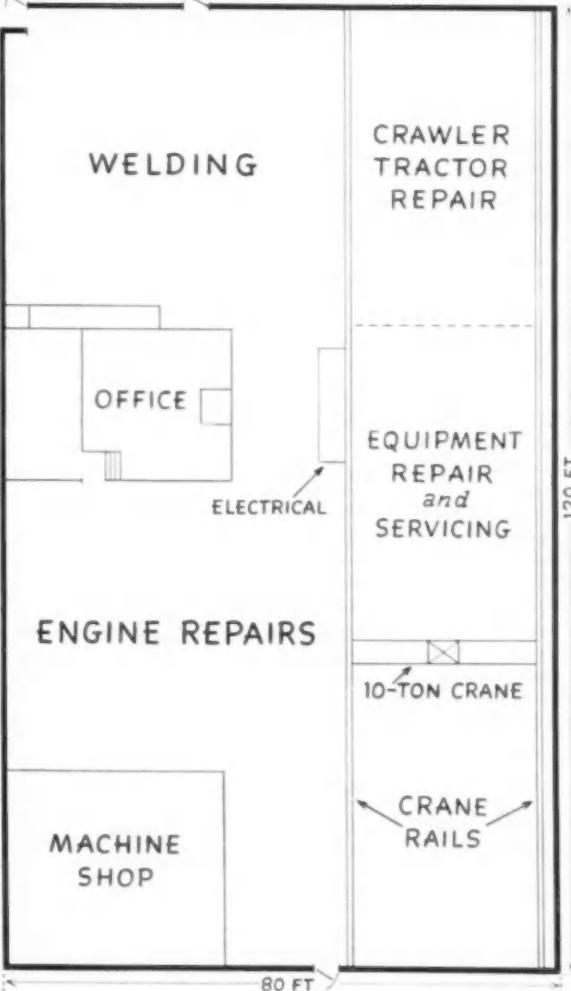
In general, the Arizona Division's PM program allows the Isbell shops at Peoria to concentrate on repairs and major overhauling. But when they're overloaded, they don't hesitate to farm out repair work.

Completed in September 1957 and staffed by a force of 20, the pumice block and corrugated iron shop (see floor plan) measures 80 x 120 ft. It has . . .

1. A crane bay measuring 120 x 30 ft, with a 15-ton bridge and a 10-ton hoist.
2. Steel roll-up doors 18 x 18 ft.
3. A two-story, air-conditioned, shop office with special blue glass in the conference room upstairs to cut out arc welding glare when films are shown.
4. Two-way microwave set already mentioned.
5. Four panelray heaters for space heating where needed.
6. Specially ventilated roof and eaves with 10-ft overhang all around.
7. Translucent fiberglass under the eaves to provide natural lighting from the outside in addition to fluorescent interior lighting.

Departments housed in the shop are equipment, welding, electrical, repair and servicing, engines and transmissions, machine shop and crawler tractor repair.

Again foresight is evident, this time in the imbedded steel rails in the first two bays. Here, all track equipment can receive welding repairs, whether they're small D-6 Cats or D-9's.



What's New...

Ford's new tractor-loader "package" has two and a half times the lift of any previous Ford loader. The new "Super-Duty" loader has a 2500-lb lift capacity, 5500-lb break-away limit and bucket sizes up to one cubic yard. Tractor can carry up to 7000 lb on its front axle, is designed to isolate driver and engine from the shocks encountered in rugged service. Two tractor models, the 1821 and 1841, are offered with gasoline or diesel engines.

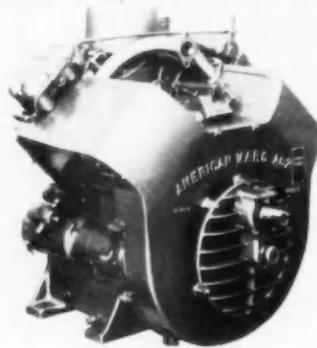
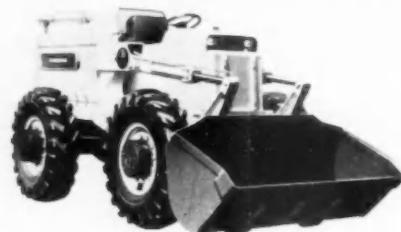
Frank G. Hough Co., Libertyville, Ill., announces a new four-wheel-drive, rubber-tired tractor-shovel with 7000-lb carry capacity. This Model No. H-70 loader replaces the Model No. HH Payloader. New gasoline and diesel engines provide from 105 to 110 hp. Diesel engines are available in either 2 or 4 cycle types. Improved weight distribution provides an additional 1500 lbs of weight on the rear wheels, making possible better traction and greater digging effort. Heavier, stronger components include main frame, boom arms and bucket linkage.

This 8-wheel tilt-cab Diamond T diesel serves a specific purpose in its home state of Pennsylvania. It makes possible top legal payloads. The Quaker State permits 60,000 lb gross if the weight is borne by four axles. Chassis weight of this Model No. 923C-36M is unusually low, despite its "tandem-tandem" construction. It weighs only 20,600 lb including a 17-ft dump body of 18½-cu yd capacity ready for the road. Aluminum is used liberally throughout the entire unit.

Here is one of the new all-lightweight design Autocars in service. Payload increases up to 25 per cent were achieved at the Dominion Foundry and Steel Co., Hamilton, Ontario. The combination handles five of the 10-ton red hot ingots in one load. The Autocars operate around-the-clock, keeping mill operations going on a continuous basis in the two plants 1½ miles apart. Equipment consists of three tandem-axle Autocars (DC-10364S-OH) powered by 220-hp diesel engines, 5-speed main transmissions and 3-speed auxiliaries. Rear tandem is a 60,000-lb capacity bogie with double reduction gear carrier and built-in interaxle differential for all acute turns necessary in maneuvering. The tractors were specially designed by the fleet's engineers after a period of experimentation.

Caterpillar is introducing a new work-hardened track shoe for the D8 and D9 tractors. Cast from high manganese steel, these shoes are said to provide longer life under extreme conditions. They are available in widths of 22 and 27 in.

This two-cylinder V-type air-cooled diesel engine is one of several models developed by American Marc, Inc., Inglewood, Cal., for the construction industry. It develops 13 hp at 1800 rpm, and occupies a space of only 33 x 25 in.





GVW vs PAY-LOAD

WHERE A POUND SAVED IS A DOLLAR EARNED!

By saving dead weight, vacuum power can add several hundred pounds to pay-load, and earn extra dollars, as ton-miles build up.

In addition there is vital safety in having physical braking instantly available should power fail for any reason.

For these and other important reasons, vacuum power is the overwhelming choice on trucks, and HYDROVAC* leads all other makes combined.

... It will pay you to look into

HYDROVAC (VACUUM HYDRAULIC) POWER BRAKING BY BENDIX

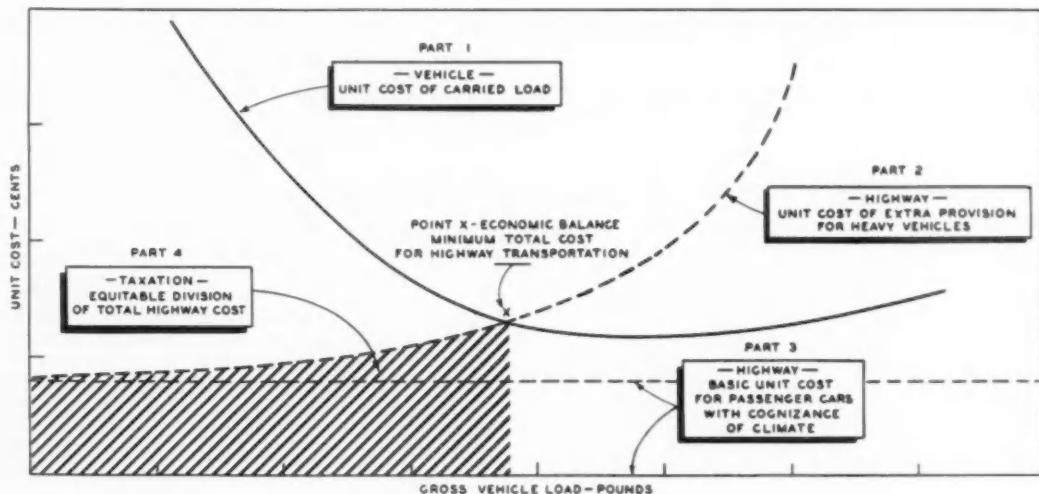
*REG. U.S. PAT. OFF.

Bendix PRODUCTS DIVISION South Bend, IND.



THERE THEY GO AT AASHO

Truck traffic starts middle of this month. When it stops two years from now, data collected will be a major building block in the structure of your future highway use taxes



Who Pays How Much for What Size Highway?

That's the big question. The chart above shows the complicated interrelationships that will decide the answer. Boiled-down, the final report will be used by legislators in deciding

What highway use taxes you'll pay, and

What your size and weight limits will be.

That's why you'll have to be alert to what's going on now. You want the legislators to have the correct facts on which to base fair highway use taxes and reasonable size and weight limits. There are many pitfalls, some of which are described in this report.

The answer is in the future, but the facts are being gathered now. Road tests, such as the AASHO Test described here and the earlier Maryland and WASHO Tests, are used to determine road wear and tear from axle loadings. Economic studies, such as trailer load and capacity (Jan., page 88), aim to find optimum sizes and weights.

MIDDLE OF THIS month—as they say at the race track—it'll be "There they go" at AASHO.

October 15 is the official date for dedication of the test highway in Illinois and the start of truck traffic. Two years from now, they'll wrap up the data collected on highway wear and damage into a fat report.

That report will be a major building block in the structure of future truck highway use taxes.

There are five double loops each built with enough variations in surface, base and subbase thickness to result in 836 different test sections. It'll take \$1 million worth of electronic equipment to measure all the variables involved. Total cost of the test is expected to reach \$20 million.

AASHO Road Test Power Unit Specifications

Vehicles		Tractor & Semi-Trailer Combinations								Straight Trucks	
Test Loop		A		B		C		D		E	
Rear Axle	Single 12,000 lb	Tandem 24,000 lb	Single 18,000 lb	Tandem 32,000 lb	Single 22,400 lb	Tandem 40,000 lb	Single 30,000 lb	Tandem 48,000 lb	Single 2,000 lb	Tandem 6,000 lb	
Make Model No.	Ford F800	GMC W503A	Reo C403	White 9064TD	Dodge D800	Mack B613ST	Autocar DC103T	Diamond T 921NT	IHC A100	Dodge D300	
Rear Axle	Timken F106	Eaton 28M	Timken L140	Timken SLHD	Timken QT140	Mack SW57	Autocar G	Eaton 42M	—	Chrysler D3	
Ratio	7.2			7.2	5.286	6.45	7.40	—	4.55	4.1	
Tires	7.50 20	7.50 20	10.00 20	9.00 20	11.00 20	11.00 20	12.00 24	—	6.70 15	7.00 16	
Engine	Ford V-8	GMC 6-cyl Gasoline 301.6	Reo OA145 Gasoline 331	Cummins NH180 Diesel 672	Dodge L8D8 Gasoline 354.06	Mack ENDLT673 Diesel 672	Cummins NT68 Diesel 743	Cummins NT88 Diesel 743	ZHD BD240 Gasoline 240	Dodge LBD3 Gasoline 314.61	
Fuel Disp. cu in.	292	301.6									
Transmission	Warner T98A 4-Speed	New Process 540GD12 5-Speed	Spicer 3152 5-Speed	Fuller 1027B 10-Speed	Clark 265V 5-Speed	Mack TRD72 10-Speed	Fuller R96 10-Speed	Fuller R96 10-Speed	3-Speed	New Process 420 4-Speed	
Type					14	147 $\frac{1}{2}$	—	14	—	11	
Clutch in.			12		144	164 $\frac{1}{2}$	157		114	126	
Wheelbase in.	142	158	127								2,800
Front Axle			7,000	6,000	9,000	11,000					
Make Model No.	IHC A165	Dodge T700	Ford F800	IHC RDF195A	Reo C503	Diamond T 921R	GMC D862	IHC RDF230H	Dodge D100	Ford F350	
Rear Axle		Timken SFHD	Eaton 1791A		Timken QT140	Timken SQDD	Timken U200		Chrysler D1	Timken B100	
Ratio	7.166	6.2	7.67	7.8	7.8	—		7.743	4.1	5.83	
Tires	7.50 20	7.50 20	10.00 20	9.00 20	11.00 20	—	12.00 24	12.00 20	6.70 15	7.00 16	
Engine	IHC BD264 Gasoline 264	Dodge LBT7 Gasoline 354.06	Ford V-8 Gasoline 332	Cummins JT-6-B Diesel 401	Reo OH170 Gasoline 331	Cummins HRF6B Diesel 743	GMC 6-71SE Diesel 426	Cummins NT-6 Diesel 743	Dodge L6D1 Gasoline 230.2	Ford 6-cyl Gasoline 223	
Fuel Disp. (cu in.)											
Transmission	—	Clark 265V 5-Speed	Clark 265V 5-Speed	10-Speed	Spicer 3152 5-Speed	Fuller R96 10-Speed	Fuller R96 10-Speed	10-Speed	Chrysler D1 3-Speed	Warner T98A 4-Speed	
Type	4-Speed		13		15	13	14		11	—	
Clutch in.	—		13		15	13	14		11	—	
Wheelbase in.	141	153	144	157	137	—	140	157	108	130	
Front Axle lb.	—	6,000	—	9,000	9,000	—	11,000	15,000	2,500	—	

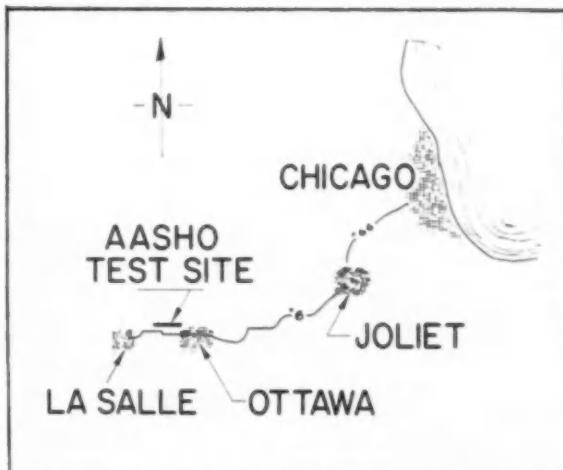
Chart above shows the power units that will be looping-the-loop on the different lanes. On Loops A, B, C, D and E, they'll be pulling semi-trailers with axle loadings equal to those on the tractors' drive axles. Heaviest will be the tandem axle lane of Test Loop D with 48,000-lb gross on each of the two tandem axles.

On Test Loop E's two lanes, straight trucks with single axle loadings of 2000 and 6000 lb gross will make the run around. One section, Loop F, won't carry any traffic at all. It'll be used for strain and warping checks and to find out what weather alone does to a highway.

All-in-all there'll be 56 tractor and semi-trailer combinations and 14 straight trucks making the rounds. Traffic will run 18 hours a day, six days a week. Each vehicle is expected to clock some 235,000 miles by the end of the two-year test period.

Both concrete and asphalt road surfaces are included in all test lanes. On the cement sections, surface slab thickness ranges from 2 $\frac{1}{2}$ to 12 $\frac{1}{2}$ in. Half are reinforced, half are not. (Watch for this (TURN TO PAGE 121, PLEASE)

AASHO Test highway lies between Ottawa and LaSalle, Ill. When tests are finished, it will be incorporated into a new section of Route 6 on the Interstate Highway System



Engine Improvements Highlight

Chevrolet for '59

Low capacity carburetor, heavier pistons, aluminized valve faces, by-pass cooling system, full-flow oil filter are included among the new changes

ENGINE IMPROVEMENTS highlight Chevrolet's 1959 line of trucks. There are 139 models—three more than this year.

In the light-duty series, the 6-cyl engine is said to give up to 10 per cent better mileage. Improvement comes from camshaft redesign that reduces the period valves are open during combustion cycle to cut loss of fresh fuel mixture through open intake and exhaust ports. There's also an increase in torque at low and medium speeds.

On the 1/2-ton series, fuel saving is also available from an optional carburetor-rear axle combination for the "Economy" 6-cyl engine. For use in light or bulky load operations, it consists of a special low-capacity carburetor to provide leaner mixtures and a rear axle with low gear ratio of 3.38 to 1.

In the medium-duty line, the 261-cu in. 6 cyl engine has heavier-duty, thick-dome pistons to give added strength to withstand high gas pressure and temperature stresses under severe operations. Also there's a cast-in steel insert in the upper compression ring groove to reduce wear, assure more effective compression ring sealing and give longer piston life.

In the valve train, spring loads are reduced by 10 lb resulting in about five per cent lower valve train stresses and an

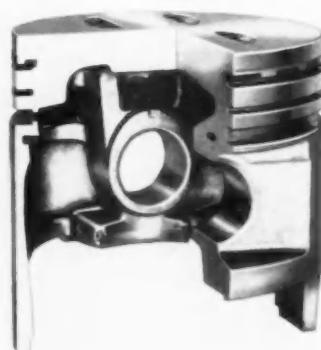
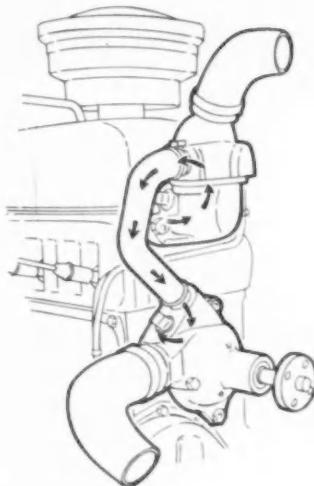
increase in spring life. Intake valve faces are now aluminized to improve performance and reduce wear on both face and seat. Full-flow oil filter with safety by-pass valve replaces the former partial flow unit.

Another improvement in the 261-cu in. 6-cyl engine as well as in all the V-8 engines, is a new thermostatically-controlled by-pass cooling system, replacing the permanent type formerly used. It involves a 160-deg thermostat incorporating a primary and secondary valve. During warmup, the primary valve remains closed. All coolant by-passes the radiator and is diverted through the secondary valve to the water pump for recirculation through the engine.

As the engine reaches normal operating temperature, the primary valve opens, closing the secondary port and directing all coolant through the entire cooling system. Advantages are rapid warmup, uniform temperature distribution, constant coolant circulation.

In the V-8 engines used in the light and medium-duty truck lines, oil shedding at the inlet valve guides is improved through machining the outside diameter of the integral guides to a 45 deg chamfer. This leaves a small shoulder to minimize oil accumulation around the guide opening.

(TURN TO PAGE 136, PLEASE)



Top: In new by-pass cooling system, coolant does not circulate through radiator until after engine warms-up. **Center:** For '59, new heavy duty pistons for 283-cu. in. V-8 engine have thicker dome, heavier lands as compared with '58 version shown above

Another VICTOR "First" in Super-Sealing! Victolex Sheet Packing

NEW, improved general-purpose gasket material of cellulose fiber and rubber—replacing Victorite glue-glycerin sheet packings—at no increase in cost to you!

VICTOLEX—made by a patented process—is composed of high-grade cellulose fiber and oil-resistant synthetic rubber binder. It is stronger, tougher and more resilient than all former standards for general-purpose sheet packings. It seals better than any such gasketing you've ever used.

VICTOLEX has excellent sealing characteristics for oil, fuel, water and anti-freeze. It doesn't shrink, stretch, dry out or break down under pressure or heat up to 300° F.—nor does it corrode light metals.

VICTOLEX is easy to handle, cut and shape with ordinary shop tools to any required pattern. Yet **VICTOLEX** costs you no more than less efficient glue-glycerin packings.



**Order VICTOLEX now . . .
from your VICTOR Jobber**

VICTOLEX is available immediately from your Victor Jobber in rolls and sheets. Comes in three thicknesses: $\frac{1}{64}$, $\frac{1}{32}$ and $\frac{1}{16}$ in. Shown are two popular 3-roll assortments for service shops. The sturdy wire storage-service rack is supplied at no added cost with your initial assortment purchase.

3-Roll Assortment (above) 36-in.-wide rolls. Choice of any three:
JV-90—1/64 in.—50 yd.; JV-95—1/32 in.—25 yd.;
JV-94—1/64 in.—25 yd.; JV-92—1/16 in.—25 yd.;
JV-91—1/32 in.—50 yd.; JV-96—1/16 in.—15 yd.

Assortment JV-10 (left) 18-in.-wide rolls. Includes one each:
JV-11—1/64 in.—10 yd.; JV-13—1/16 in.—5 yd.
JV-12—1/32 in.—10 yd.

Victor Mfg. & Gasket Co., P.O. Box 1333, Chicago 90, Ill. Canadian Plant: St. Thomas, Ont.

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Novel "Home Building" Show Introduces

Dodge for '59

Also offered are two new 318-cu in. V-8 engines, new transmissions, higher capacity front springs, an hydraulic-operated clutch

INCREASED GVW's are featured on several 1959 Dodge trucks, including . . .

- T700 models—35,000 lb GVW, up 3000 lb. A 7000-lb capacity front axle is standard, replacing this year's 6000-lb unit.
- T800 models—37,000 lb GVW,

up 1000 lb. New T800-HD has a 45,000-lb GVW rating.

- T900 models—49,000 lb GVW, up 3000 lb. Former standard 34,000-lb tandem rear axle is replaced with 38,000-lb capacity model.
- W100 models—6000 lb GVW, up 900 lb over this year's models.

MIAMI BEACH, FLA.—A "home building" comedy skit held at the Hialeah Race Track highlighted Dodge's introduction of '59 model trucks.

A modern home was constructed in a matter of minutes with the help of 10 new Dodges ranging in size from pickups to a tandem axle concrete mixer. Then 14 more trucks delivered food, clothing, fuel and other necessities. Among the trucks calling at the house were "Piper, Drainer and Flush, Inc.," master plumbers; "Matt Krahbgrass," landscape artist, and "Hall & Cary," movers—who arrived in a large tractor-trailer furniture van hauling only a piano bench. Later deliveries included dry cleaning and laundry from "Stainer and Press" and a TV set from "I. Strain."

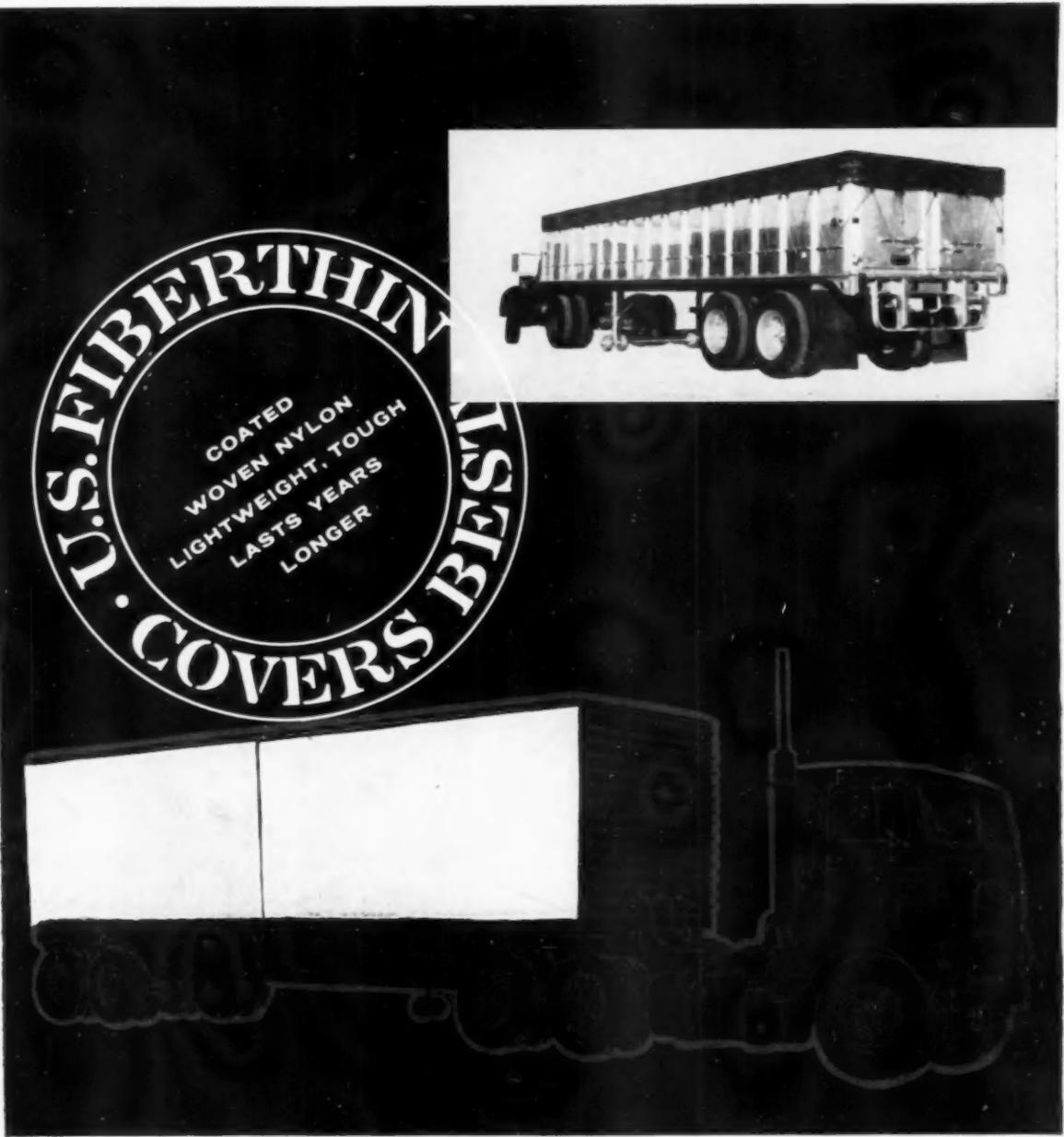
The family of four moved into their new home, then got the kids off to school. A moment later there was a terrific explosion. A cloud of smoke and huge flames enveloped the house. Moments later a Dodge fire truck arrived on the scene followed by rescue trucks (see photographs).

A total of 28 '59 Dodge trucks were used in the skit giving visual proof of the slogan, "If you got it, a truck brought it."

Two new 318-cu in. V-8 engines with 8.25 to 1 compression ratio are offered. They have shunt-type oil filter integral with the engine. Regular model rated at 205 hp is available on D100, D200, D300, W100, W200, P300 and P400 models. Extra heavy-duty version rated at 207-hp is available on D400, S400, D500, S500, W300 and W500 models.

Standard on C500 and C600 models is a 210-hp, 315-cu in. V-8 with double rocker shafts. It's also available on D400, S400, D500, S500, D600 and S600 models. L-head 6-cyl engines are available for 100 through 600 series models except COE's. Improved exhaust system is featured on 700, 800 and 900 series trucks.

Hydraulic-operated clutch is offered. Its master cylinder (TURN TO PAGE 150, PLEASE)



DURABLE U.S. FIBERTHIN® TARPS SHED WATER... KEEP TRUCK WEIGHT DOWN!

Leading truckers are fast finding out the many ways tough U.S. Fiberthin tarps save money—by cutting costs and increasing pay loads. U.S. Fiberthin is so extremely light in weight, you carry more pay goods to start. It can't soak up water-weight so you don't have to allow for this extra load. And you save on make-ready time because easy-to-handle U.S. Fiberthin takes less man power to work on and off. Made of ribbon-like threads

of nylon, coated on both sides with neoprene especially developed for truck tarp usage, this amazing covering material outlasts ordinary tarps. It is far superior in tear strength . . . resists all kinds of weather . . . will not mildew even when stored wet . . . fights off flames, oils, acids, alkalies, salt water. For information about U.S. Fiberthin truck tarps, curtains, loading dock canopies, write United States Rubber, Mishawaka, Indiana.



United States Rubber

Mishawaka, Indiana



Autocar Says New Lightweight "A" Series Cuts Weight by 1/4

**Extensive use of aluminum in
frame and cab construction cuts
weight by 4200 lb on some models**

AUTOCAR, in announcing its new lightweight "A" series trucks, says they save up to 25 per cent in tractor weight as compared to standard models. They cut as much as 4200 lb in some cases.

Full range of tractor and truck models are available in both four and six-wheel versions. Diesel power plants offered range from 180 to 262 hp.

For use in states where a "bridge formula" sets the gross weight limit, "axle-forward" types are included as well as "axle-back" models for non-formula states.

Here's how Autocar cut weight....

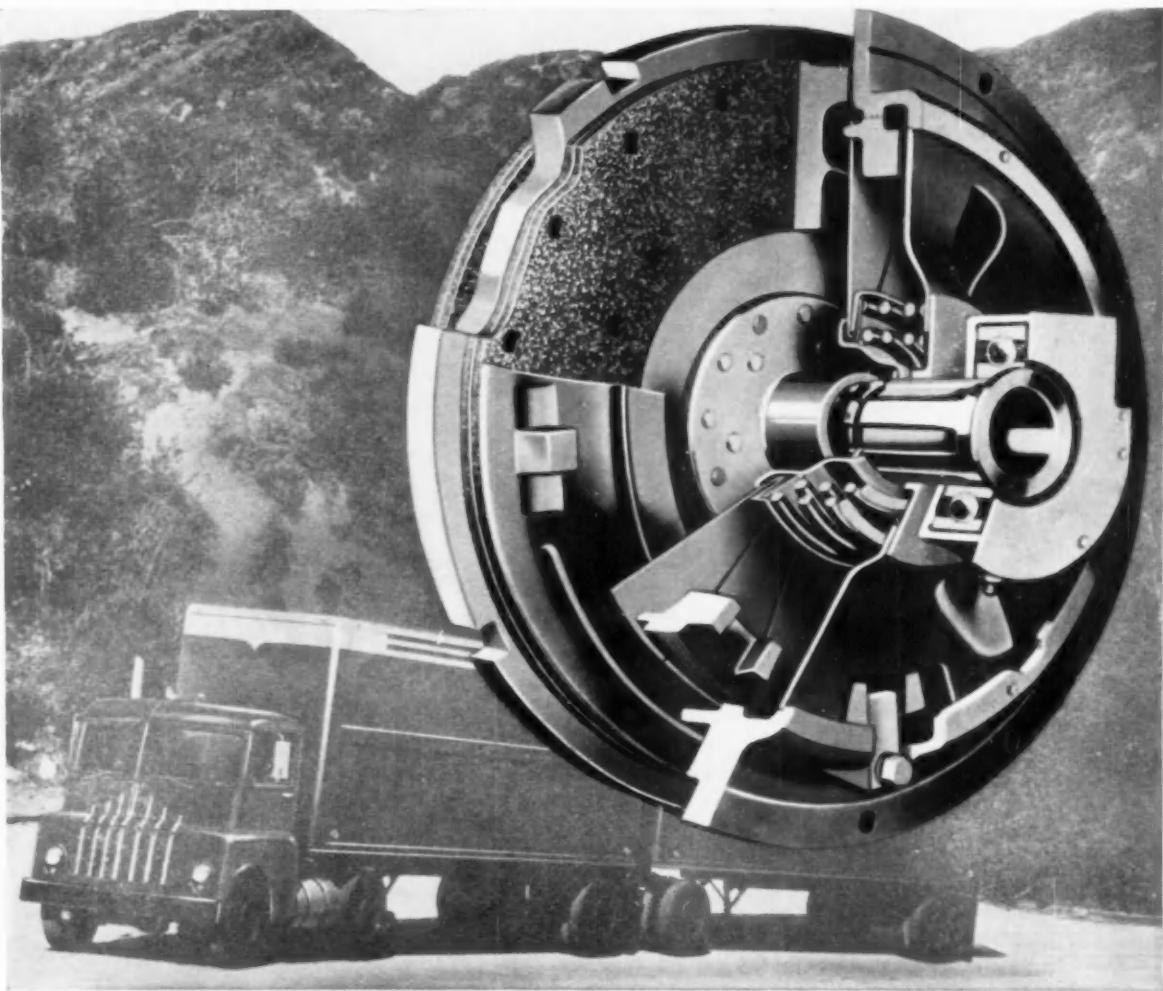
Frame side rails are deep section, heat-treated alloy aluminum. Flanges are increased in thickness to provide required frame stiffness in longer wheelbase chassis.

All cross members are of fabricated or cast aluminum. On 6 x 4 models, aluminum channel stress absorber is located at tandem rear axle cross member.

On 4 x 2 models, rear spring front and rear brackets
(TURN TO PAGE 154, PLEASE)

Frame side rails are heat-treated aluminum alloy. Flanges are thicker on long wheelbase models to make frame stiffer





150,000 to 200,000 trouble-free miles from Spicer H-D Clutches

Western terrain means rugged service for clutches. Yet, one West Coast operator says, "The only time we touch the Spicer Clutch is at the end of 200,000 miles. Then, we rebuild the engine and overhaul the clutch — whether it needs it or not."

Still another fleet owner states, "We don't even bother with preventive maintenance for our Spicer Clutches. They're absolutely trouble-free from one

overhaul period to another — or about 150,000 miles."

Make sure your clutches last at least as long as the engine by installing Spicer Heavy-Duty Clutches. They're available in a unitized assembly . . . including release bearing, bearing housing and yoke. Specify Spicer on your next job.

For further information or technical assistance contact the Dana Engineer.

DANA CORPORATION • Toledo 1, Ohio

DANA PRODUCTS Serve Many Fields:

AUTOMOTIVE: Transmissions, Universal Joints, Propeller Shafts, Axles, Powr-Lok Differentials, Torque Converters, Gear Boxes, Power Take Offs, Power Take-Off Joints, Clutches, Frames, Forgings, Stampings.

INDUSTRIAL VEHICLES AND EQUIPMENT: Transmissions, Universal Joints, Propeller Shafts, Axles, Gear Boxes, Clutches, Forgings, Stampings.

AVIATION: Universal Joints, Propeller Shafts, Axles, Gears, Forgings, Stampings.

Many of these products manufactured in Canada by Hayes Steel Products Limited, Merrittton, Ontario.

RAILROAD: Transmissions, Universal Joints, Propeller Shafts, Generator Drives, Rail Car Drives, Pressed Steel Parts, Traction Motor Drives, Forgings, Stampings.

AGRICULTURE: Universal Joints, Propeller Shafts, Axles, Power Take-Offs, Power Take-Off Joints, Clutches, Forgings, Stampings.

MARINE: Universal Joints, Propeller Shafts, Gear Boxes, Forgings, Stampings.





Major Fleets endorse NEW MACK COE's • • •

**Model N owners cite versatility,
economy, driver enthusiasm**

Never before have new trucks gained more immediate acceptance from owners than Mack Model N COE's. Read what they say!

"Mack Model N's give superior performance both in pickup-&-delivery and out on the highway."

"Driver acceptance is unusually good! Model N's are the most comfortable, maneuverable yet."

"Model N tractors move our 55,000 GCW with effortless ease. Drivers are enthusiastic about their handling ease, remarkable pickup and air-actuated shift."

"They're dependable, economical to run and maintain. We'd recommend them without reservation for working in and between congested areas."



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S • • • WITH ORDERS!

Yes . . . all reports agree. Mack Model N's are Macks from the word "Go!" . . . with a list of impressive features such as: Choice of truck and tractor models. Choice of large-capacity, high-performance Mack engines—gasoline or diesel—from 150 to 205 h.p. Tilt-action cab for full, fast engine accessibility. Low step-height for easy entry-exit. Set back front axles for $\frac{1}{3} : \frac{2}{3}$ weight distribution on trucks and maximum front-axle

loading on tractors. Air shift for effortless throws. Choice of 5- to 20-speed Mack transmissions. Four- or 6-wheel models with option of famous 4-wheel rear-drive Mack Balanced Bogie.

Check your Mack branch or distributor for full facts on the bonus cargo capacity, the swift mobility, and the matchless dependability of Mack Model N COE's. Mack Trucks, Inc., Plainfield, N. J. In Canada: Mack Trucks of Canada, Ltd.

6330

MACK first name for **TRUCKS**



"Metro-Mite" Has Unitized Body, Weighs only 2800 lb

NEW "Metro-Mite" from International Harvester tips the scale at a light 2800 lb. It features unitized all-steel construction to eliminate separate frames for chassis and body.

Power plant is a new 51-hp, 4-cyl engine. It's a water-cooled (8-qt capacity), gasoline model with 27 $\frac{1}{8}$ -in. x 3 $\frac{1}{2}$ -in. bore and stroke. Of valve-in-head design, its maximum torque is 81 lb ft at 2200 rpm.

GVW rating is 3800 lb

to give a 1000-lb payload capacity in its 200-cu ft capacity body. Sliding doors have 23 $\frac{1}{2}$ -in. clear opening. Wheelbase is 96 in. with 159-in. overall length. Interior height and width both measure 66 in. Loadspace length is 84 in.

Transmission is 4-speed synchromesh. Ratios go from 3.95 to 1 in low to direct in fourth. Control is mounted



on steering column. Truck comes with 8-in., hydraulic-control clutch. Rear axle ratio is 6.13 to 1.

Twelve-volt electrical system has a 20-amp charge-at-idle generator. Incidentally, International says it will idle at 500 rpm for about eight hours on one gallon of gasoline.

Standard equipment includes front and rear bumpers, parking lights and spare wheel. Tire size is 6.40-15. Heater and defroster are optional.

Herrin Opens New Shop and Terminal in Texas

HERRIN TRANSPORTATION CO. has opened a large new shop and terminal in Houston, Texas. The new facilities, along with new, modern offices, are located on a 23 acre plot.

A 60 x 200-ft Armeo steel building has been constructed as a garage for servicing tractors. It is completely equipped to rebuild any truck or tractor and has, among other things, an overhead crane which runs the full 200-ft length of the building. Capacity of the shop is 20 vehicles at one time. Trailers are serviced and washed at the rear of the main terminal building.

The terminal has 29,000 sq ft of dock space and 2500 sq ft of office space. Also an Armeo steel building, it measures 80 x 400

ft with docks 370 ft long. The dock has a capacity of 80 trailers at any one time. It is fully covered for protection against weather or heat. The 80-ft wide structure has no center posts to block cargo movement.

Vehicles are loaded on one side of the terminal, unloaded on the other. This permits straight across transfer of heavy freight when fork trucks are needed. The majority of freight goes on a dragline which covers the full terminal area.

Paper work is speeded by a pneumatic tube system which connects dock stations with the terminal office. When drivers prepare to leave on a run, waybills and other necessary papers are waiting for them at the dock station where their rigs are parked.



An interesting feature of Herrin's operation is the two-way radio system (Sept. '57, page 86) which keeps all vehicles in contact with the terminal. Two frequencies are used—one for city pickup fleets, the other for highway units.

The Houston terminal has a 300-ft antenna (barely visible in right rear of photo) which enable the dispatcher to contact any rig in a 150-mile radius. At the fading out point, vehicles immediately come in range of the terminal towards which they are traveling. In addition, all terminals are connected by teletype.

With this communications network, the Houston terminal can contact any one of the 550 trucks in the Herrin system whether it be in Texas, Louisiana, Florida or any of the other four states in which the company operates.

Preventive Maintenance At Work



"Our Mack diesels are used for the country's roughest territory... but Purolator Air Filters keep their engines in top condition... keep our PM costs way down"

says Mr. Merle W. Bogan, Service Manager, Smith's Transfer, Staunton, Va.

PART of the operating terrain of Smith's Transfer—between Staunton, Va. and Charleston, W. Va.—is recognized by truck manufacturers and fleet operators as just about the toughest in the country... grueling mountain territory that demands maximum air filter and engine efficiency.

But according to Mr. Bogan, their 175 Mack END 673 diesels show "no measurable wear on rings, walls, or valves at 250,000 miles and higher, due primarily to the exceptional filtering efficiency of Purolator Air Filters."

To insure this outstanding performance, Smith's Transfer uses Purolator Air Filters exclusively. As part of a rigid PM procedure, the dry-type air filters are serviced regularly. Consequently, regardless of road or weather conditions, there has never been a power loss attributed to the air filter.

Most important, Smith's Transfer enjoys the major benefits of extended engine life with lower maintenance cost and a minimum of down time. Even after exceeding the high mileages indicated, there is no appreciable

change in fuel consumption. This can be attributed to the combustion efficiency which is almost equal to new-engine performance, and is achieved by preventing power-robbing dirt from entering the engine.

Let a Purolator engineer demonstrate, without obligation, the advantages and economies of air filtration for your particular fleet requirements.

Write or call...
or send for free literature today.

MAIL THIS COUPON TODAY!

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Dept. I-1058
Rahway, New Jersey
Yes, I want more information about
dry-type filtration for fleets.

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Company Name _____
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City _____ Zone _____ State _____



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*Purolator® Reg. U. S. Pat. Off.

Oil, Air & Fuel Filters

PUROLATOR PRODUCTS INC. Rahway, N. J.; Toronto, Ontario, Canada



Terminal Transport diesels run 300,000 miles before even

GULF MAKES THINGS

"Our own operational survey showed us that our diesels do not need even minor overhauls before 300,000 miles," reports Ben J. White, fleet supervisor, Terminal Transport Company, Atlanta, Georgia.

Terminal Transport operates trailer trucks from "Florida to the Great Lakes." The survey mentioned by Mr. White concerned fuel and lubrication performance in 97 diesels serviced with Gulf Dieselect Fuel and Gulf-lube Motor Oil HD.

Overall, the survey showed, the trucks were getting nearly 7 miles per gallon of Gulf Dieselect . . . 6,000 miles between oil changes with Gulflube HD 30 . . . and

maintenance costs averaging less than 1¢ a mile for parts and labor.

At 120,869 miles, main bearings still within the manufacturer's recommended tolerances

Lack of bearing wear was one of the most striking finds of the survey. For example, the manufacturer's recommended tolerance on main bearing shells was from 0.1548 to 0.1553 inches. Yet one shell "miked" 0.1550 inches after 120,869 miles! Pistons were completely clear of varnish and lacquer. Mr. White pin-points the reason:

"We attribute these results to the use of an oil with

TERMINAL
TRANSPORT

TO THE GREAT LAKES

1935

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FLORIDA PSC 070
PSMCA 10106
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MT WT 10,600²



even minor overhauls . . . because

RUN BETTER!

the right amount of detergency to prevent deposits and a tough, paraffin base, lubricating film to prevent wear. We've found that Gulflube Motor Oil HD definitely meets these requirements."

Nearly a million miles, and only \$550 spent on overhauling fuel injectors

"We've always sought a fuel free of gum-forming and sludge forming tendencies," says Mr. White, "to keep harmful deposits out of our fuel injectors. The survey shows we're getting that kind of results with Gulf Dieselect. As a matter of fact, our 97 diesels have logged

a total of 9,847,000 miles with less than \$550 spent on overhauling fuel injectors."

How about your fleet? Let a Gulf Sales Engineer show you how Gulf fuels and lubricants can help you get more miles per maintenance dollar. Phone your nearest Gulf office today.

GULF OIL CORPORATION

Dept. DM, Gulf Building
Pittsburgh 30, Pa.



Oct. News Roundup

Arizona Shows Net Gain

INDIANAPOLIS, IND.—Three top states with more people moving in than out in the second quarter this year were Arizona, California and Florida. Says Aero Mayflower Transit, 70.6 per cent more families moved into Arizona than out during the period. Percentage of in's over out's for California for the same period was 50.8, and for Florida 41.1.

Gordon Elected GMC President

DETROIT—John F. Gordon has been elected President, General Motors Corp. At the same time, Frederic G. Donner was elected Chairman of the Board and chief executive officer of the corporation. Both started their new jobs first of last month. They replace Harlow H. Curtice, retiring after 44 years with GMC, and Albert Bradley, who has a 39-year career.

Grace Heads Fruehauf

DETROIT—Roy Fruehauf late last month was elected Chairman of the Board and chief executive officer of Fruehauf Trailer Co. Replacing Fruehauf as President and chief operating officer is William E. Grace. Grace was executive vice president, came to Fruehauf when Hobbs Trailer Co. became a division in 1955.

1958 Truck Trailer Shipments

Type of Trailer	June	Six Months*
Vans		
Insulated and refrigerated	264	1,618
Steel	23	196
Aluminum	241	1,422
Semi-insulated	50	265
Steel	50	265
Aluminum	168	905
Furniture	168	905
Steel	168	905
Aluminum	55	385
All other closed-top	1,274	7,337
Steel	491	2,554
Aluminum	783	4,783
Open-top	149	817
Steel	94	432
Aluminum	55	385
Total—Vans	1,905	10,942
Tanks		
Non-and low pressure		
Petroleum		
Carbon and alloy steel	156	1,138
Stainless steel	5	109
Aluminum	109	631
Total—Petroleum	270	1,878
Chemical, food, fluid solids	47	372
All other, incl. aircraft refuelers	28	166
High pressure LPG, chemicals, etc.	11	141
Total—Tanks	356	2,557
Pole, pipe and logging		
Single axle	33	165
Tandem axle	46	221
Total	79	387
Platforms		
Racks, livestock and stake	122	773
Grain bodies, all types	80	417
Platforms (flats), all types	501	2,604
Total—Platforms	703	3,794
Low-bed heavy haulers	236	1,245
Dump trailers	309	1,221
All other trailers	191	963
Total—Complete trailers	3,779	21,109
Trailer chassis	269	1,578
Total—Trailers and Chassis	4,048	22,687

Source: Industry Division, Bureau of the Census.
* Revised.

1958 Truck Trailer Shipments

Type of Trailer	July	Seven Months
Vans		
Insulated and refrigerated	335	1,953
Steel	17	213
Aluminum	318	1,740
Semi-insulated	49	314
Steel	49	314
Aluminum	91	996
Furniture	91	996
Steel	91	996
Aluminum	74	459
Total—Vans	1,990	12,932
Tanks		
Non-and low pressure		
Petroleum		
Carbon and alloy steel	145	1,283
Stainless steel	12	121
Aluminum	116	747
Total—Petroleum	273	2,151
Chemical, food, fluid solids	27	399
All other, incl. aircraft refuelers	45	211
High pressure LPG, chemicals, etc.	27	168
Total—Tanks	372	2,929
Pole, pipe and logging		
Single axle	28	190
Tandem axle	65	286
Total	93	478
Platforms		
Racks, livestock and stake	124	897
Grain bodies, all types	99	516
Platforms (flats), all types	540	3,143
Total—Platforms	763	4,556
Low-bed heavy haulers	195	1,432
Dump trailers	262	1,483
All other trailers	205	1,168
Total—Complete Trailers	3,880	24,976
Trailer chassis	234	1,812
Total—Trailers and Chassis	4,114	26,788

Source: Industry Division, Bureau of the Census.

as head of the ICC's Bureau of Motor Carriers.

Intercity Bus Safety Better

WASHINGTON, D. C.—Interstate Commerce Commission reports for the third and fourth quarters of 1957 on intercity bus accidents show improvement over the same periods of 1956

(TURN TO PAGE 192, PLEASE)

Tri-State Roadeo Queen

Reigning as Queen at the Tri-State Roadeo held at Trenton, N. J., last month was Eleanor Bianco. She's a payroll clerk at the Carlstadt (N. J.) terminal of Eastern Freight Ways. Shown with her are Ray Strong (left), of Mason & Dixon Lines, chairman of the Tri-State Roadeo committee, and Robert Varner, Coastal Tank Lines, roadeo master. The tri-state championships were sponsored by the Del. N. J., and Pa. Motor Truck Assns., and the Council of Safety Supervisors from these states. Winners of each class will compete in the National Championships at Miami Beach, Fla., November 14th.



REO



GOLD STANDARD OF VALUES

No name in heavy hauling equipment merits more respect for reliable performance than Reo's rugged line of trucks. Every Reo is engineered to its specific job . . . custom built completely to it . . . and powered by the most advanced high-efficiency engines available—gas, LP-Gas and Diesel. This power is coupled to power train components of proven performance, assuring speed and agility under full loads. To reduce chassis weight, Reo's framework is engineered to provide the ultimate in strength with the lowest possible weight. **Additional allowable payload within legal limits is possible through Reo axle placement.** For information on Reo's tandem line, including special models for **transit mix, dump work and oil field service**, write for new model folder. REO DIVISION, The White Motor Company, Lansing, Michigan.





Dual Vision-Aid Headlamps for Fleets

Twice the light at the critical *passing* point down the right side of the road . . . more than 50% more light on the open highway. These are the outstanding features of new dual headlamps.

Maintenance-conscious fleet men will want to make sure they're restoring these original equipment advantages. They know from experience that Vision-Aid Headlamps, built to the industry's highest standards, have always done a top-notch job. They know they'll get initial equipment performance and long, trouble-free service with new dual Vision-Aid Headlamps, too.



LAMP DIVISION
TUNG-SOL ELECTRIC INC.

Sales Offices: Atlanta, Ga.; Columbus, Ohio; Culver City, Calif.; Dallas, Texas; Denver, Colo.; Detroit, Mich.; Irvington, N. J.; Melrose Park, Ill.; Newark, N. J.; Philadelphia, Pa.; Seattle, Wash. Canada: Montreal, P.Q.

MINIATURE LAMPS



Tung-Sol offers the most complete line of miniature lamps in the industry. There's a rugged Tung-Sol miniature for every replacement requirement.

1958 TRUCK SPECIFICATIONS

KEY TO DEFINITIONS

MAKE AND MODEL

Only Domestic Truck Models are listed.

OPTIONAL UNITS

For the express purpose of best fitting the truck to the individual job most of the models listed can be provided with optional engines, transmissions, axles, etc., and these models when so equipped are considered standard stock models.

CHASSIS LIST PRICE

The chassis list price applies to the minimum standard wheelbase with standard tires and standard equipment. All prices are F.O.B. factory. Chassis list price does not include the price of the Cab unless otherwise noted.

RECOMMENDED GROSS VEHICLE WEIGHT FOR NORMAL SERVICE

The Gross Weights published here-with are those supplied by manufac-

turers as their Recommended Gross Vehicle Weights for Normal Operating Conditions, and are based upon the Maximum Authorized Tire Size listed. In actual practice the manufacturer may either increase or decrease the gross vehicle weight rating when either favorable or unfavorable operating conditions are involved. Since the proper performance of a motor truck depends upon many factors, including grades, road conditions, etc., the gross weights that a manufacturer is prepared to recommend will vary with particular conditions, and the manufacturer's own standard of safety factors. Specific recommendations, therefore, should be obtained from the manufacturer's representative.

CHASSIS WEIGHT

The chassis weight listed includes the weight of the minimum standard wheelbase chassis, with cowl, with standard tires, with standard equipment, with crankcase and cooling system full, and 5 gallons of fuel in

the tank. It does not include the weight of the Cab. This applies to C.O.E. as well as conventional chassis types. Exceptions are noted.

STANDARD TIRE SIZE

The standard tire size listed is that which is included in the Chassis List Price.

MAXIMUM AUTHORIZED TIRE SIZE

The tire size listed in this column is the maximum size recommended by the manufacturer of the chassis for the Gross Vehicle Weight for Normal Operating Conditions. It is furnished at extra cost, if it differs from the standard size. Dual rears are understood; exceptions noted.

MINIMUM STANDARD WHEELBASE

The minimum standard wheelbase is the so-called standard wheelbase on which the Chassis List Price is based.

MAXIMUM STANDARD WHEELBASE

The maximum standard wheelbase is the extreme end of the standard range of wheelbases offered by the chassis maker.

MAXIMUM BRAKE HP.

Maximum Brake Horsepower at Given R.P.M. is actual dynamometer reading without accessories.

GEAR RATIO RANGE

Gear Ratio Range in High—Ratios within the range given are available at no extra cost. Exceptions are noted.

TRACTORS

Unless given the designation (N)—meaning not available as a tractor—all standard models may be assumed to be available as tractors. Exclusively Tractor models are designated (T).

KEY TO ABBREVIATIONS

MAKES—ALL

AH—Allison Div., General Motors Corp.
B—Bendix.
BL—Brown-Lipe.
Bu—Buick.
BW—Bendix-Westinghouse.
C—Chevrolet.
Cl or Cla—Clark.
Con—Continental.
Cu or Cum—Cummins-Diesel.
Deu—Deutz Air Cooled Diesel engine.
Deu—Deutz Air Cooled Diesel engine.
Eat—Eaton.
F—Ford.
Fu—Fuller.

G—H

—Goodyear-Hawley type.
GMC—General Motors Corp.
H—Hotchkiss.
Her—Hercules.
HS—Hall-Scott.
Int—International Harvester.
L—Lockheed.
LeR—LeRoi.
LH—Lockheed front, Warner "hi-Tork" rear.
LT—Lockheed type front, Timken rear.
LW—Lockheed front, Wisconsin rear.
M—Midland.

N.P.

—New Process.

O or Ow

—Own.

Op or Opt.

—Optional.

Shu

—Shuttle.

Spi

—Spiers.

T or Tim

—Timken-Detroit Axle Co.

Tw

—Timken Detroit—Westinghouse.

TW

—Timken-Detroit—Wisconsin.

Var

—Variable.

WG

—Warner Gear.

Wau

—Waukesha.

W or Wis

—Wisconsin.

WB

—Wagner or Bendix.

WE

—Wagner Electric.

Wg

—Wagner "hi-Tork."

Ws

—Westinghouse.

WW

—Westinghouse or Wagner.

T

—Torque Tube.

FT

—Full-floating.

tandem drive.

REAR AXLE

Final Drive and Type

B

—Bevel.

CD

—Chain Drive.

F

—Full-floating.

H or Hy

—Hypoid.

d

—Dual range axle.

2

—Double Reduction.

S

—Spiral bevel.

W

—Worm.

¾

—Three Quarters Floating.

½

—Semi-Floating.

GEAR RATIOS

(**)—Only one ratio.

Drive and Torque

H—Hotchkiss (springs).

R—Radius Rods.

L—Parallel Torque Rods.

T—Torque Arm.

GOVERNOR STANDARD

Y—Yes.

N—No.

KEY TO REFERENCES

e.f.—Cab Forward design.
e.o.e.—Cab-Over-Engine design.

L.c.f.—Low cab forward design.

(D)—Diesel-engine equipped.

(T)—Designed for tractor use only.

(C)—Ford or Chevrolet Models.

R—Remanufactured Fords.

***—Denotes "Includes Cab" when used with weights or prices.**

CHEVROLET

†—283 V-8 Trademaster engine available.
††—283 V-8 Taskmaster engine available.
—283 V-8 Super Taskmaster 4 barrel carburetor engine available.
***—Overdrive optional.**
—Powerglide available.
—Heavy duty 3 speed transmission available.
c—4 speed transmission available.
—Hydramatic available.
****—New Process transmission available.**
****—Powermatic available.**

***—4.11 with overdrive.**
3.36 with automatic transmissions.
3.70 available.

****—Two speed rear axle available.**

†—7.17 available.

COLEMAN

***—11.00 22 also available.**
****—Fu5A65 or Spiers 6352 also available.**

***—Cum HR600 also available with horsepower of 165-1800.**

DIVCO

***—Front only; rear, 7.50-168.**
†—Front only; rear, 7.50-208.

***—Front only; rear, 8.25-168.**

***—Front only; rear, 7.50-201.**

DUPLEX

†—Torque Divider, Timken T70-2 speed.

FABCO

***—With 2-speed transfer case.**

****—With 3-speed auxiliary and 2-speed transfer case.**

RC

—Chevrolet axle remanufactured.

RF

—Ford axle remanufactured.

FEDERAL

***—Also available with tandem rear axle.**

FORD

***—Other options available.**

FWD

***—Models available with tilt cabs.**

KENWORTH

****—Timken TK-500 PA**

Trailing Axle.

†—14.00 24 front;

16.00 24 rear.

‡—Optional transmission.

***—One man cab.**

—Torque converter plus

Torquematic transmission optional.

†—Both C.O.E. and cab

beside engine optional.

****—And S631.**

††—14.00 24 front;

18.00 25 rear.

****—Cummins NHRBSID**

600.

‡‡—Allison TCL 654 plus

TG 607.

***—1148.**

†—1108.

MARMON-HERRINGTON

***—Three-speed trans. opt.**

†—Five-speed trans. opt.

OSKOSH

***—Includes cab.**

****—1091 cu. in.**

—Hydraulic coupling optional.

—Dependent upon engine.

†—14.00/20 front.

REO

—Model OA-145 and 334-

OA LPG engines can be furnished.

—Two speed axle available.

‡—Model 255-OA-LPG or

OA-130 engine can be furnished.

—OH-170 or OH-160 LPG

engine can be furnished.

—OH-160 LPG engine can be furnished.

—Includes cab, fuel, oil, water.

—Cummins HRFS,

NH195, NH220, NTO

engines can be furnished.

—Model OV-235 or OV-

220 LPG engine can be furnished.

—OH-170 or 330 OA-LPG

or OH-160-LPG engine can be furnished.

—OA-145 or 331-OA-LPG

or OH-160-LPG engine can be furnished.

—OH-170, front, 11.00 20.

—OH-170 or 330 OA-LPG

or OH-160-LPG engine can be furnished.

—OH-170 or 330 OA-LPG

or OH-160-LPG engine can be furnished.

—OH-170 or 330 OA-LPG

or OH-160-LPG engine can be furnished.

—OH-170 or 330 OA-LPG

or OH-160-LPG engine can be furnished.

—OH-170 or 330 OA-LPG

or OH-160-LPG engine can be furnished.

—Model OV-235 or OV-220 LPG engine can be furnished.

—OH-170 or 330 OA-LPG

or OH-160-LPG engine can be furnished.

—OA-145 or 331-OA-LPG

or OH-160-LPG engine can be furnished.

—OH-170 or 330 OA-LPG

or OH-160-LPG engine can be furnished.

—OH-170 or 330 OA-LPG

or OH-160-LPG engine can be furnished.

—OH-170 or 330 OA-LPG

or OH-160-LPG engine can be furnished.

—OH-170 or 330 OA-LPG

or OH-160-LPG engine can be furnished.

—OH-170 or 330 OA-LPG

or OH-160-LPG engine can be furnished.

—OH-170 or 330 OA-LPG

or OH-160-LPG engine can be furnished.

—OH-170 or 330 OA-LPG

or OH-160-LPG engine can be furnished.

—OH-170 or 330 OA-LPG

or OH-160-LPG engine can be furnished.

—OH-170 or 330 OA-LPG

or OH-160-LPG engine can be furnished.

—OH-170 or 330 OA-LPG

or OH-160-LPG engine can be furnished.

—OH-170 or 330 OA-LPG

or OH-160-LPG engine can be furnished.

—OH-170 or 330 OA-LPG

or OH-160-LPG engine can be furnished.

—OH-170 or 330 OA-LPG

or OH-160-LPG engine can be furnished.

—OH-170 or 330 OA-LPG

or OH-160-LPG engine can be furnished.

—OH-170 or 330 OA-LPG

or OH-160-LPG engine can be furnished.

—OH-170 or 330 OA-LPG

or OH-160-LPG engine can be furnished.

—OH-170 or 330 OA-LPG

or OH-160-LPG engine can be furnished.

—OH-170 or 330 OA-LPG

or OH-160-LPG engine can be furnished.

—OH-170 or 330 OA-LPG

or OH-160-LPG engine can be furnished.

—OH

1958 TRUCK SPECIFICATIONS

Continued from page 103

MAKE AND MODEL	WHEEL- BASE	GROSS VEHICLE WEIGHT		TIRE SIZES		ENGINE DETAILS			TRANSMISSION	REAR AXLE								
		Minimum Standard	Maximum Standard	for Normal Service (See definition)		Standard Front and Rear	Maximum Authorized Tire Size (Dials units/ notes)	No. of Cylinders, Bores and Stroke		Cam. Ratio	Torque lb. ft.	Max. Brake H.P. at R.P.M. Given	Make and Model	Forward Speeds	Make and Model	Gear and Type	Drive and Torque	Gear Ratio Range in H.P.
				D-dual rear S-single rear														
Chevrolet	H5B	117 ^{1/2}	4100	3667	7.50 14S	8.00 14S	O-Blue Flame	6 3 ^{1/2} x 3 ^{1/2}	236	8.3	215	145 4200	Own*	3	Own	H	*	5.55
	G5B	117 ^{1/2}	3669	7.50 14S	8.00 14S	O-Turbo Fire	8 3 ^{1/2} x 3 ^{1/2}	283	8.5	275	185 4600	Own*	3	Own	H	*	5.55	
	3A5B	114	5000	3055	6.70 15S	7 17.5S	O-Th. Mas.†	6 3 ^{1/2} x 3 ^{1/2}	236	8.3	215	145 4200	Own†*	3	Own	H	*	5.90
	3S5B	123 ^{1/2}	5000	3245	6.70 15S	7 17.5S	O-Th. Mas.†	6 3 ^{1/2} x 3 ^{1/2}	236	8.3	215	145 4200	Own†*	3	Own	H	*	5.90
(c.f.)	3C5B	104	10000	2795	7 17.5S	8 19.5D	O-Th. Mas. Sp.	6 3 ^{1/2} x 3 ^{1/2}	236	8.3	215	145 4200	Own†*	3	Own	H	*	5.14
(c.f.)	3D5B	125	10000	2880	7 17.5S	8 19.5D	O-Th. Mas. Sp.	6 3 ^{1/2} x 3 ^{1/2}	236	8.3	215	145 4200	Own†*	3	Own	H	*	5.14
(c.f.)	3F5B	137	10000	2885	7 17.5S	8 19.5D	O-Th. Mas. Sp.	6 3 ^{1/2} x 3 ^{1/2}	236	8.3	215	145 4200	Own†*	3	Own	H	*	5.14
	3E5B	123 ^{1/2}	6390	3450	7 17.5S	7 17.5D	O-Th. Mas. Sp.	6 3 ^{1/2} x 3 ^{1/2}	236	8.3	215	145 4200	Own†*	3	Own	H	*	4.57
	4A5B	132 ^{1/2}	14000	4475	7 22.5D	8 22.5	O-Th. Mas.†	6 3 ^{1/2} x 3 ^{1/2}	236	8.3	215	145 4200	Own†*	4	Own	H	*	6.17
	4B5B	156 ^{1/2}	14000	4625	7 22.5D	8 22.5	O-Th. Mas.†	6 3 ^{1/2} x 3 ^{1/2}	236	8.3	215	145 4200	Own†*	4	Own	H	*	6.17
(L.c.f.)	5D5B	112 ^{1/2}	15000	5155	8 22.5D	9 22.5	O-Task. Mas.†	8 3 ^{1/2} x 3 ^{1/2}	283	8.0	270	175 4400	Own***	4	Own	H	*	7.20
(L.c.f.)	5L5B	124 ^{1/2}	15000	5200	8 22.5D	9 22.5	O-Task. Mas.†	8 3 ^{1/2} x 3 ^{1/2}	283	8.0	270	160 4200	Own***	4	Own	H	*	7.20
(L.c.f.)	5F5B	136 ^{1/2}	15000	5245	8 22.5D	9 22.5	O-Task. Mas.†	8 3 ^{1/2} x 3 ^{1/2}	283	8.0	270	160 4200	Own***	4	Own	H	*	7.20
(L.c.f.)	6F5B	120 ^{1/2}	15000	5075	8 22.5D	9 22.5	O-Job. Mas.††	6 3 ^{1/2} x 3 ^{1/2}	261	8.0	235	150 4000	Own***	4	Own	H	*	7.20
	6F5B	144 ^{1/2}	15000	5115	8 22.5D	9 22.5	O-Job. Mas.††	6 3 ^{1/2} x 3 ^{1/2}	261	8.0	235	150 4000	Own***	4	Own	H	*	7.20
	6C5B	156 ^{1/2}	15000	5148	8 22.5D	9 22.5	O-Job. Mas.††	6 3 ^{1/2} x 3 ^{1/2}	261	8.0	235	150 4000	Own***	4	Own	H	*	7.20
	6H5B	174 ^{1/2}	15000	5248	8 22.5D	9 22.5	O-Job. Mas.††	6 3 ^{1/2} x 3 ^{1/2}	261	8.0	235	150 4000	Own***	4	Own	H	*	7.20
(L.c.f.)	6T5B	196 ^{1/2}	15000	5520	8 22.5D	9 22.5	O-Job. Mas.††	6 3 ^{1/2} x 3 ^{1/2}	261	8.0	235	150 4000	Own***	4	Own	H	*	7.20
(L.c.f.)	5A5B	112 ^{1/2}	18000	5155	8 22.5D	9 22.5	O-Task. Mas.†	8 3 ^{1/2} x 3 ^{1/2}	283	8.0	270	160 4200	Own***	4	Own	H	*	7.20
(L.c.f.)	5K5B	124 ^{1/2}	18000	5200	8 22.5D	9 22.5	O-Task. Mas.†	8 3 ^{1/2} x 3 ^{1/2}	283	8.0	270	160 4200	Own***	4	Own	H	*	7.20
(L.c.f.)	5B5B	136 ^{1/2}	18000	5245	8 22.5D	9 22.5	O-Task. Mas.†	8 3 ^{1/2} x 3 ^{1/2}	283	8.0	270	160 4200	Own***	4	Own	H	*	7.20
(L.c.f.)	5C5B	160 ^{1/2}	18000	5370	8 22.5D	9 22.5	O-Task. Mas.†	8 3 ^{1/2} x 3 ^{1/2}	283	8.0	270	160 4200	Own***	4	Own	H	*	7.20
	6A5B	132 ^{1/2}	18000	5070	8 22.5D	9 22.5	O-Job. Mas.††	6 3 ^{1/2} x 3 ^{1/2}	261	8.0	235	150 4000	Own***	4	Own	H	*	7.20
	6F5B	144 ^{1/2}	18000	5115	8 22.5D	9 22.5	O-Job. Mas.††	6 3 ^{1/2} x 3 ^{1/2}	261	8.0	235	150 4000	Own***	4	Own	H	*	7.20
	6B5B	156 ^{1/2}	18000	5148	8 22.5D	9 22.5	O-Job. Mas.††	6 3 ^{1/2} x 3 ^{1/2}	261	8.0	235	150 4000	Own***	4	Own	H	*	7.20
	6D5B	174 ^{1/2}	18000	5248	8 22.5D	9 22.5	O-Job. Mas.††	6 3 ^{1/2} x 3 ^{1/2}	261	8.0	235	150 4000	Own***	4	Own	H	*	7.20
	6U5B	196 ^{1/2}	18000	5520	8 22.5D	9 22.5	O-Job. Mas.††	6 3 ^{1/2} x 3 ^{1/2}	261	8.0	235	150 4000	Own***	4	Own	H	*	7.20
(L.c.f.)	5G5B	112 ^{1/2}	21000	5755	10 22.5D	10 22.5	O-Task. Mas.†	8 3 ^{1/2} x 3 ^{1/2}	283	8.0	270	160 4200	Own***	4	Own	H	*	7.20
(L.c.f.)	5M5B	124 ^{1/2}	21000	5200	10 22.5D	10 22.5	O-Task. Mas.†	8 3 ^{1/2} x 3 ^{1/2}	283	8.0	270	160 4200	Own***	4	Own	H	*	7.20
(L.c.f.)	5H5B	136 ^{1/2}	21000	5245	10 22.5D	10 22.5	O-Task. Mas.†	8 3 ^{1/2} x 3 ^{1/2}	283	8.0	270	160 4200	Own***	4	Own	H	*	7.20
	5J5B	160 ^{1/2}	21000	5370	10 22.5D	10 22.5	O-Task. Mas.†	8 3 ^{1/2} x 3 ^{1/2}	283	8.0	270	160 4200	Own***	4	Own	H	*	7.20
	6L5B	132 ^{1/2}	21000	5070	10 22.5D	10 22.5	O-Job. Mas.††	6 3 ^{1/2} x 3 ^{1/2}	261	8.0	235	150 4000	Own***	4	Own	H	*	7.20
	6S5B	144 ^{1/2}	21000	5115	10 22.5D	10 22.5	O-Job. Mas.††	6 3 ^{1/2} x 3 ^{1/2}	261	8.0	235	150 4000	Own***	4	Own	H	*	7.20
	6B5B	156 ^{1/2}	21000	5148	10 22.5D	10 22.5	O-Job. Mas.††	6 3 ^{1/2} x 3 ^{1/2}	261	8.0	235	150 4000	Own***	4	Own	H	*	7.20
	6D5B	174 ^{1/2}	21000	5245	10 22.5D	10 22.5	O-Job. Mas.††	6 3 ^{1/2} x 3 ^{1/2}	261	8.0	235	150 4000	Own***	4	Own	H	*	7.20
	6U5B	196 ^{1/2}	21000	5520	10 22.5D	10 22.5	O-Job. Mas.††	6 3 ^{1/2} x 3 ^{1/2}	261	8.0	235	150 4000	Own***	4	Own	H	*	7.20
(c.f.)	6J5B	129 ^{1/2}	18000	4085	8 22.5D	9 22.5	O-Job. Mas.††	6 3 ^{1/2} x 3 ^{1/2}	261	8.0	235	150 4000	Own	4	Own	H	*	7.20
	6K5B	153 ^{1/2}	18000	4160	8 22.5D	9 22.5	O-Job. Mas.††	6 3 ^{1/2} x 3 ^{1/2}	261	8.0	235	150 4000	Own	4	Own	H	*	6.17
(Sc. Bus. Ch.)	4C5B	156 ^{1/2}	13000	4305	7 22.5D	8 22.5	O-Th. Mas.†	6 3 ^{1/2} x 3 ^{1/2}	236	8.3	215	145 4200	Own***	4	Own	H	*	7.20
(Sc. Bus. Ch.)	6C5B	166 ^{1/2}	18000	5065	8 22.5D	9 22.5	O-Job. Mas.††	6 3 ^{1/2} x 3 ^{1/2}	261	8.0	235	150 4000	Own***	4	Own	H	*	7.20
(Sc. Bus. Ch.)	6E5B	192 ^{1/2}	18000	5110	8 22.5D	9 22.5	O-Job. Mas.††	6 3 ^{1/2} x 3 ^{1/2}	261	8.0	235	150 4000	Own***	4	Own	H	*	7.20
(Sc. Bus. Ch.)	8F5B	240	20000	5590	8 22.5D	10 22.5	O-Sup. Tekmas.	8 3 ^{1/2} x 3 ^{1/2}	283	8.0	275	175 4400	NP***	4	Own	H	*	7.20
(L.c.f.)	7A5B	112 ^{1/2}	22000	5520	8 22.5D	10 22.5	O-Lif. Mas.	6 3 ^{1/2} x 3 ^{1/2}	283	8.0	275	175 4400	NP***	4	Own	H	*	7.20
(L.c.f.)	7B5B	128 ^{1/2}	22000	5555	8 22.5D	10 22.5	O-Sup. Tekmas.	8 3 ^{1/2} x 3 ^{1/2}	283	8.0	275	175 4400	NP***	4	Own	H	*	7.20
(L.c.f.)	7C5B	172 ^{1/2}	22000	5905	8 22.5D	10 22.5	O-Sup. Tekmas.	8 3 ^{1/2} x 3 ^{1/2}	283	8.0	275	175 4400	NP***	4	Own	H	*	7.20
	8A5B	132 ^{1/2}	22000	5450	8 22.5D	10 22.5	O-Sup. Tekmas.	8 3 ^{1/2} x 3 ^{1/2}	283	8.0	275	175 4400	NP***	4	Own	H	*	7.20
	8B5B	144 ^{1/2}	22000	5515	8 22.5D	10 22.5	O-Sup. Tekmas.	8 3 ^{1/2} x 3 ^{1/2}	283	8.0	275	175 4400	NP***	4	Own	H	*	7.20
	8C5B	156 ^{1/2}	22000	5580	8 22.5D	10 22.5	O-Sup. Tekmas.	8 3 ^{1/2} x 3 ^{1/2}	283	8.0	275	175 4400	NP***	4	Own	H	*	7.20
	8D5B	174 ^{1/2}	22000	5635	8 22.5D	10 22.5	O-Sup. Tekmas.	8 3 ^{1/2} x 3 ^{1/2}	283	8.0	275	175 4400	NP***	4	Own	H	*	7.20
	8E5B	192 ^{1/2}	22000	5795	8 22.5D	10 22.5	O-Sup. Tekmas.	8 3 ^{1/2} x 3 ^{1/2}	283	8.0	275	175 4400	NP***	4	Own	H	*	7.20
(Tan.)	8F5B	156 ^{1/2}	22000	5810	8 22.5D	9 22.5	O-Sup. Tekmas.	8 3 ^{1/2} x 3 ^{1/2}	283	8.0	275	175 4400	NP***	4	Own	H	*	7.20
(Tan.)	8G5B	174 ^{1/2}	22000	5820	8 22.5D	9 22.5	O-Sup. Tekmas.	8 3 ^{1/2} x 3 ^{1/2}	283	8.0	275	175 4400	NP***	4	Own	H	*	7.20
(Tan.)	8H5B	192 ^{1/2}	22000	5880	8 22.5D	10 22.5	O-Work. Mas.	8 3 ^{1/2} x 3 ^{1/2}	348	8.0	335	230 4400	Spi ^Δ	5	Eaton	H	*	7.67
(Tan.)	8I5B	156 ^{1/2}	22000	5890	8 22.5D	9 22.5	O-Work. Mas.	8 3 ^{1/2} x 3 ^{1/2}	348	8.0	335	230 4400	Spi ^Δ	5	Eaton	H	*	7.67
(Tan.)	8J5B	174 ^{1/2}	22000	5900	8 22.5D	9 22.5	O-Work. Mas.	8 3 ^{1/2} x 3 ^{1/2}	348	8.0	335	230 4400	Spi ^Δ	5	Eaton	H	*	7

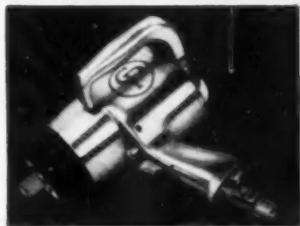
CP "do-it" tools speed the job



CP-770 AIR-WRENCH has $\frac{3}{4}$ " drive; for bolt sizes to 1". Has VARI-TORK and Lock-on Angle Drive.



CP-732 TORK-MASTER has VARI-TORK Impact Clutch — gives you full range of power control. Lock-on Angle Drive lets you move right into those ratchet wrench spots. $\frac{1}{2}$ " drive. Capacity $\frac{1}{2}$ " bolt size.



CP-792 "LITTLE GIANT" AIR-WRENCH has extra slugging power. 1" drive. $1\frac{1}{2}$ " bolt capacity. Fifteen pounds lighter than air tools of the same power rating. VARI-TORK Power Converter. Lock-on Angle Drive. Available with 6" shank for wheel work.



CP-720 MIDGET AIR-WRENCH puts power in the palm of your hand. $\frac{1}{4}$ " drive. Weighs only $2\frac{1}{2}$ pounds. Capacity to $\frac{1}{2}$ " bolt size. VARI-TORK Power Converter permits exact adjustment of power. Lock-on Angle Drive.



CP-740 TORK-KING AIR-WRENCH means faster work and fatter profits. $\frac{1}{2}$ " drive. Features Controllable Power and Lock-on Angle Drive.

for fleet maintenance
or road service

Back your men with CP Air Impact Wrenches and you'll speed up nut running time . . .

Because every air tool in the CP line has controllable torque . . . every CP is available with the Lock-on Angle Drive that gets into the hard-to-reach spots . . . every CP packs power to spare for its job!

CP's get rigs, trucks and cars back into action faster. And they increase your profits.

See a CP Air Impact Wrench in action! Ask for a shop demonstration, or get detailed information.

Chicago Pneumatic Tool Company, Dept. B-18
8 East 44th Street, New York 17, N. Y.

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Send literature

- CP-732 TORK-MASTER AIR-WRENCH
- CP-740 TORK-KING AIR-WRENCH
- CP-720 MIDGET AIR-WRENCH
- CP-792 LITTLE GIANT AIR-WRENCH
- CP-770 AIR-WRENCH

Name _____ Title _____

Company _____

Address _____

City _____ State _____



Chicago Pneumatic

1958 TRUCK SPECIFICATIONS

Continued from page 104

MAKE AND MODEL	WHEEL- BASE			TIRE SIZES			ENGINE DETAILS				TRANSMISSION		REAR AXLE				
	Minimum Standard	Maximum Standard	Gross Vehicle Weight for Normal Service	Chassis Weight (See definition)			Standard Front and Rear	Maximum Authorized Tire Size (Duals unless noted)	Displacement	Comp. Ratio	Torque lb. ft.	Max. Brake H.P. at R.P.M. Given	Make and Model	Forward Speeds	Make and Model	Gear and Type	
				D-dual rear	S-single rear												
Dodge—Cont'd	D300	126	126	9000	7 17.5S	7 17.5	Own	6-3½x4½	230	7.9	202	120-3600		4		4.1-4.89	
	D400	129	171	15000	7 22.5	9 22.5	Own	6-3½x4½	251	7.1	216	125-3600		4		5.62-6.83	
	D500	129	193	19500	8 22.5	10 22.5	Own	6-3½x4½	251	7.1	216	125-3600		4		6.2-6.8	
	D600	129	193	22000	8 22.5	10 22.5	Own	6-3½x4½	265	7.1	228	130-3600		4		6.5-7.17	
	D700	129	193	25000	9 22.5	10 22.5	Own	6-3½x4½	354	7.5	319	218-3900		5		**-6.8	
	D800	132	192	29000	10 22.5	12 22.5	Own	8-3½x4½	354	7.5	319	218-3900		5		**-7.2	
	D900	132	192	30000	11 22.5	12 22.5	Own	8-3½x4½	354	7.5	319	218-3900		5		6.2-6.8	
(c.o.e.)	C500	108	162	19500	8 22.5	10 22.5	Own	8-3½x4½	315	8.1	295	207-4400		4		6.5-7.17	
(c.o.e.)	C600	108	162	22000	8 22.5	10 22.5	Own	8-3½x4½	450	6.5	388	182-3000	Fu 5A43	5		**-6.8	
(c.f.)	C700	108	162	25000	9 22.5	10 22.5	Own	8-3½x4½	529	5.4	385	132-2300	Fu 5A42	5		4.1-4.89	
(c.f.)	P700	108	153	15000	8 19.5S	8 22.5	Own	6-3½x4½	230	7.9	202	120-3600		3		4.1-4.89	
(Sc. Bus.)	S400	153	153	15000	7 22.5	8 22.5	Own	6-3½x4½	251	7.1	216	125-3600		4		5.62-6.83	
(Sc. Bus.)	S500	193	217	19500	8 22.5	10 22.5	Own	6-3½x4½	262	7.1	228	130-3600		4		6.2-6.83	
(Sc. Bus.)	S600	236	220	22000	8 22.5	10 22.5	Own	6-3½x4½	283	7.1	228	130-3600		4		**-7.17	
(Sc. Bus.)	S700	236	254	23000	8 22.5	10 22.5	Own	8-3½x4½	354	7.5	319	218-3900		5		**-6.8	
Duplex	T-308	136	220	23000	*6600	8.25 20	9.00 20	Int 8D308	6-3½x4½	308	6.5	273	145-3600	Fu 5B330	5	Tim H140	B
	R-427	136	220	30000	*8820	9.00 20	11.00 20	Con B6427	6-4½x4½	427	6.6	325	141-2500	Fu 5A43	5	Tim QT340	M
	R-450	136	220	30000	*8850	9.00 20	11.00 20	Int RD450	6-4½x4½	450	6.5	388	182-3000	Fu 5A43	5	Tim QT340	Fd
	K-501	148	230	34000	*10500	11.00 20	12.00 20	Her RXC	6-4½x4½	529	5.4	385	132-2300	Fu 5A620	5	Tim U200	2F
	L-6802	148	230	37000	*11300	11.00 20	12.00 20	Int RD501	6-4½x4½	501	6.5	444	212-3000	Fu 5A620	5	Tim U200	2F
	LC-600	148	230	37000	*11650	11.00 20	12.00 20	Her RXLD	6-4½x4½	558	5.4	430	154-2400	Fu 5C650	5	Tim U200	2F
								Con R6602	6-4½x4½	602	6.1	465	200-2600	Fu 5C650	5	Tim U200	2F
Federal	200R1	145	193	22000	*6570	9.25 20	9.00 20	Her JXD	6-4½x4½	320	254	125-3200	Cla 205V	5	Tim H140	H	
(D)	D200R1	145	193	22000	*6990	9.25 20	9.00 20	Con TD6427	6-4½x4½	427	106	214-2600	Cla 290V	5	Tim H140	H	
(D)	D200R2	145	193	22000	*6570	9.25 20	9.00 20	Her JXD	6-4½x4½	320	254	125-3200	Cla 205V	5	Tim H340	2H	
(D)	D300R1	145	193	24000	*6875	9.00 20	9.00 20	Con TD6427	6-4½x4½	427	106	214-2600	Cla 290V	5	Tim H340	2H	
(D)	D300R2	145	193	24000	*7450	9.00 20	9.00 20	Her JKD	6-4½x4½	339	264	138-3200	Cla 205V	5	Tim L140	H	
(D)	D300R2	145	193	24000	*6875	9.00 20	9.00 20	Con TD6427	6-4½x4½	401	209	125-2500	Cla 290V	5	Tim L140	H	
(D)	400R1	145	193	28000	*9372	10.00 20	12.00 20	Cum JN6B	6-4½x4½	401	209	125-2500	Cla 290V	5	Tim L340	H	
(D)	D400R1	145	193	28000	*9672	10.00 20	12.00 20	Con TD6427	6-4½x4½	427	356	179-3000	Cla 290V	5	Tim QT140	H	
(D)	D400R2	145	193	28000	*9602	10.00 20	12.00 20	Cum JB5600	6-4½x4½	401	350	150-2500	Cla 290V	5	Tim QT140	H	
(D)	500R1	145	193	34000	*10080	11.00 22	12.00 22	Con TD6427	6-4½x4½	401	413	178-2500	Fu 5A65	5	QT340	2H	
(D)	500R2	145	193	34000	*10300	11.00 22	12.00 22	Cum HRFB600	6-5½x6½	743	550	180-2600	Fu 5A65	5	R140	H	
(D)	D500R2	145	193	34000	*10395	11.00 22	12.00 22	Con TD6427	6-4½x4½	501	413	178-2500	Fu 5A65	5	RT340	2H	
(D)	600R1	145	193	40000	*11132	11.00 22	12.00 22	Con TD6427	6-4½x4½	743	550	180-2600	Fu 5A65	5	R340	2H	
(D)	D700R1	145	193	40000	*12545	11.00 22	12.00 22	Cum NH8600	6-5½x6½	743	535	210-2100	8051A	5	Tim U200	2H	
(D)	D700R2	145	193	40000	*12690	11.00 22	12.00 22	Cum NH8600	6-5½x6½	743	535	210-2100	8051A	5	Tim U300	2H	
(D)	200P53	157	193	28000	*7825	8.25 20	9.00 20	Her JXD	6-4½x4½	320	254	125-3200	Cla 205V	5	SDHD	H	
(D)	200P54	157	193	28000	*7828	8.25 20	9.00 20	Con TD6427	6-4½x4½	427	307	116-2400	Cla 290V	5	SDHD	H	
(D)	D200P54	157	193	28000	*8245	8.25 20	9.00 20	Her JXD	6-4½x4½	320	254	125-3200	Cla 205V	5	SDHD	H	
(D)	300P53	157	193	34000	*8059	9.00 20	9.00 20	Con TD6427	6-4½x4½	427	307	116-2400	Cla 290V	5	SDHD	H	
(D)	D300P53	157	193	34000	*8634	9.00 20	9.00 20	Cum JN6B	6-4½x4½	339	264	138-3200	Cla 205V	5	SFHD	H	
(D)	D300P54	157	193	34000	*8229	9.00 20	9.00 20	Her JXD	6-4½x4½	401	290	125-2500	Cla 290V	5	SFHD	H	
(D)	D400P53	157	193	40000	*11177	10.00 20	12.00 20	Cum JN6B	6-4½x4½	401	290	125-2500	Cla 290V	5	SFHD	H	
(D)	D400P54	157	193	40000	*11477	10.00 20	12.00 20	Con TD6427	6-4½x4½	427	356	179-3000	Cla 290V	5	SLHD	H	
(D)	D400P54	157	193	40000	*11452	10.00 20	12.00 20	Cum TD6427	6-4½x4½	427	356	179-3000	Cla 290V	5	SLHD	H	
(D)	D400P53	157	193	40000	*11752	10.00 20	12.00 20	Cum JB5600	6-4½x4½	401	350	180-2500	Cla 290V	5	SLHD	H	
(D)	D500P53	157	193	49000	*13200	11.00 22	12.00 22	Con U6501	6-4½x5½	501	413	178-2600	Fu 5A65	5	SQDD	H	
(D)	D500P54	157	193	49000	*13420	11.00 22	12.00 22	Cum HRFB600	6-5½x6½	743	550	180-2600	Fu 5A65	5	SQDD	H	
(D)	D500P54	157	193	49000	*13475	11.00 22	12.00 22	Con U6501	6-4½x5½	501	413	178-2600	Fu 5A65	5	SQDD	H	
(D)	D600P53	157	193	61000	*14400	11.00 22	12.00 22	Cum HRFB600	6-5½x6½	713	550	180-2600	Fu 5A65	5	SQDD	H	
(D)	D600P53	157	193	61000	*14932	11.00 22	12.00 22	Con R6602	6-4½x5½	602	484	232-2800	Fu 5A65	5	SQDD	H	
(D)	D700R53	157	193	61000	*15200	11.00 22	12.00 22	Cum NH8600	6-5½x6½	743	535	210-2100	8051A	5	SFDD4600	2H	
(D)	D700R54	157	193	61000	*17180	11.00 22	12.00 22	Cum NH8600	6-5½x6½	743	535	210-2100	8051A	5	SFDD4600	2H	
Ford	Ranchero	118	118	4600	3446	7.50 14S	8.00 14S	Ford EBP	6-3½x3½	223	8.6	212	144-2400	Ford	3	Ford 3000	H
		118	118	4600	3557	7.50 14S	8.00 14S	Ford EDB	6-3½x3½	292	9.1	295	205-4400	Ford	3	Ford 3000	H
		118	118	4600	3615	7.50 14S	8.00 14S	Ford EDT	6-3½x3½	352	10.0	395	309-4600	Ford	3	Ford 3000	H
		118	118	4600	3687	7.50 14S	8.00 14S	Ford EBP	6-3½x3½	223	8.6	212	144-2400	Ford	3	Ford 3000	H
		118	118	4600	3687	7.50 14S	8.00 14S	Ford EDB	6-4x3½	292	9.1	295	205-4400	Ford	3	Ford 3000	H
		118	118	4600	3675	7.50 14S	8.00 14S	Ford EDT	6-4x3½	332	10.0	395	309-4600	Ford	3	Ford 3000	H
		118	118	5000	*3020	6.70 15S	6.50 16S	Ford EBR	6-3½x3½	223	8.3	207	139-4200	Ford	3	Ford 3300	H
		118	118	5000	*3038	6.70 15S	6.50 16S	Ford EEEH	6-3½x3½	292	7.9	269	186-4000	Ford	3	Ford 3300	H
		118	118	7400	*3370	6.50 16S	8.19 5S	Ford EBR	6-3½x3½	223	8.3	207	139-4200	Ford	3	Spi 60	H
		130	130	9800	*3740	8.17 5S	8.17 5S	Ford EEEH	6-3½x3½	292	7.9	269	186-4000	Ford	3	Spi 60	H
		130	130	9800	*3740	8.17 5S	8.17 5S	Ford EEEH	6-3½x3½	292	7.9	269	186-4000	Ford	4	Tim B100	H
		130	130	9800</													

1958 TRUCK SPECIFICATIONS

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MAKE AND MODEL	WHEEL- BASE		TIRE SIZES				ENGINE DETAILS				TRANSMISSION		REAR AXLE					
			D-dual rear S-single rear															
	Minimum Standard	Maximum Standard	Gross Vehicle Weight for Normal Service	Chassis Weight (See definition)	Standard	Front and Rear	Maximum Authorized Tire Size Dials unless noted	No. of Cylinders, Bore and Stroke	Displacement	Comp. Ratio	Torque lb. ft.	Max. Brake H.P. at R.P.M. Given	Make and Model	Forward Speeds	Make and Model	Gear and Type	Drive and Torque	Gear Ratio Range in High
Ford—Cont'd																		
	F-850	132	192	25000	*6925	10 22.5	11 22.5	Ford EDL	8-4½x3½	401	7.5 350	226 3800	Spi 4652*	5 Eat 1790A*	SF	H 6.50 7.17		
	F-950	132	192	30000	*7540	11 22.5	12 24.5	Ford EDL	8-4½x3½	401	7.5 350	226 3800	Spi 4652*	5 Eat 1892*	SF	H 6.50 7.17		
	F-1000	132	192	30000	*7870	11 22.5	12 24.5	Ford EDM	8-4½x4½	477	7.5 430	260 3600	Spi 6352*	5 Eat 1893*	SF	H 6.50 7.17		
	F-1100	132	192	30000	*8045	11 22.5	12 24.5	Ford EDM	8-4½x4½	534	7.5 490	277 3400	Spi 6352*	5 Eat 1911*	SF	H 6.17 6.67		
	C-850	99	153	26000	*7345	10 22.5	11 22.5	Ford EDL	8-4½x3½	401	7.5 350	226 3800	Spi 4652*	5 Eat 1790A*	SF	H 6.50 7.17		
	C-950	99	153	30000	*7980	11 22.5	12 24.5	Ford EDL	8-4½x3½	401	7.5 350	216 3800	Spi 4652*	5 Eat 1892*	SF	H 6.50 7.17		
	C-1000	99	153	31000	*8490	11 22.5	12 24.5	Ford EDM	8-4½x3½	477	7.5 430	260 3600	Spi 6352*	5 Eat 1893*	SF	H 6.50 7.17		
	C-1100	99	153	31000	*8660	11 22.5	12 24.5	Ford EDM	8-4½x4½	534	7.5 490	277 3400	Spi 6352*	5 Eat 1911*	SF	H 6.17 6.67		
	C-550	99	153	18000	*5330	7 22.5D	9 22.5	Ford EEE	8-3½x3½	292	7.9 269	186 4000	WG T98A*	4 Tim D100*	HF	H 5.83		
	C-600	99	153	18500	*5520	8 22.5D	10 22.5	Ford EEE	8-3½x3½	292	7.9 269	186 4000	WG T98A*	4 Tim D100*	HF	H 5.83		
	C-700	99	153	18500	*5520	8 22.5D	10 22.5	Ford EEE	8-3½x3½	292	7.6 270	187 3800	WG T98A*	4 Tim F104*	HF	H 6.2		
	C-750	99	153	23000	*5965	8 22.5D	10 22.5	Ford EEE	8-3½x3½	292	7.9 269	186 4000	WG T98A*	4 Tim F104*	HF	H 6.2		
	C-800	99	153	25000	*6960	10 22.5D	11 22.5	Ford ECT	8-3½x3½	302	7.6 299	196 3800	Cla 265	5 Eat 1614*	HF	H 7.17		
	B-500	154	15000	4250	7 22.5D	9 22.5	Ford EBS	8-3½x3½	292	8.3 307	139 4200	WG T98A*	4 Tim C100*	HF	H 6.2			
	154	154	15000	4250	7 22.5D	9 22.5	Ford EFB	8-3½x3½	292	7.9 269	186 4000	WG T98A*	4 Tim D100*	HF	H 5.83			
	154	154	15000	4250	7 22.5D	9 22.5	Ford EEE	8-3½x3½	292	7.6 270	187 3800	WG T98A*	4 Tim D100*	HF	H 5.83			
	B-600	192	220	7000	4800	8 22.5D	10 22.5	Ford EBS	8-3½x3½	223	8.3 307	139 4200	WG T98A*	4 Tim F106*	HF	H 6.2		
	192	220	71000	4800	8 22.5D	10 22.5	Ford EEE	8-3½x3½	292	7.9 269	186 4000	WG T98A*	4 Tim F106*	HF	H 6.2			
	B-700	245	262	*21000	5695	8 22.5D	10 22.5	Ford EEE	8-3½x3½	292	7.9 269	186 4000	WG T98A*	4 Tim F106*	HF	H 6.2		
	245	262	21000	5695	8 22.5D	10 22.5	Ford EEE	8-3½x3½	292	7.6 270	187 3800	WG T98A*	4 Tim F106*	HF	H 7.2			
	B-750	263	262	22000	6185	9 22.5D	10 22.5	Ford ECS	8-3½x3½	302	7.6 299	196 3800	Cla 250	5 Eat 1814*	HF	H 7.17		
	103	122	8000	24000	717.5	8 17.5	Ford EBT	8-3½x3½	223	5.3 207	139 4200	WG T98A*	3 Tim P104*	HF	H 4.68			
	104	122	8000	24000	717.5	8 17.5	Ford EJ	8-3½x3½	292	7.6 270	187 3800	WG T98A*	3 Tim P104*	HF	H 4.68			
	P-400	137	137	10000	3115	8 18.5S	9 18.5S	Ford EBT	8-3½x3½	223	6.3 207	139 4200	WG T98A*	3 Tim B100	HF	H 5.14		
	137	137	10000	3115	8 18.5S	9 18.5S	Ford EEE	8-3½x3½	292	7.9 269	186 4000	WG T98C	3 Tim B100	HF	H 4.86			
	P-500	137	154	15000	3385	8 18.5S	9 22.5	Ford EBT	8-3½x3½	223	6.3 207	139 4200	WG T97D	3 Tim C100*	HF	H 6.8		
	137	154	15000	3385	8 18.5S	9 22.5	Ford EEE	8-3½x3½	292	7.9 269	186 4000	WG T97D	3 Tim C100*	HF	H 5.83			
	T-700	144	192	28000	*7815	8 22.5	9 22.5	Ford EEE	8-3½x3½	292	7.6 270	187 3800	Cla 250	5 Eat 22M	HF	H 6.70 7.79		
	144	192	28000	*7815	8 22.5	9 22.5	Ford ECS	8-3½x3½	302	7.6 299	196 3800	Cla 250	5 Eat 22M	HF	H 6.70 7.79			
	144	192	32000	*7815	8 22.5	10 22.5	Ford EEE	8-3½x3½	292	7.6 270	187 3800	Cla 250	5 Eat 28M	HF	H 6.07 7.79			
	144	192	32000	*7815	8 22.5	10 22.5	Ford EEE	8-3½x3½	302	7.6 299	196 3800	Cla 250	5 Eat 28M	HF	H 7.07 7.79			
	T-750	144	192	37000	*9165	9 22.5	11 22.5	Ford ECT	8-3½x3½	332	7.6 328	212 3800	Cla 265*	5 Eat 28M	HF	H 7.79 7.07		
	T-800	144	192	43000	*9715	10 22.5	11 22.5	Ford ECT	8-3½x3½	332	7.6 328	212 3800	Cla 265*	5 Eat 34M	HF	H 8.6 7.8		
	T-850	144	192	43000	*10120	10 22.5	11 22.5	Ford EDL	8-4½x3½	401	7.5 350	226 3800	Spi 4652*	5 Eat 34M*	HF	H 6.68 8.6*		
	T-950	156	192	46000	*11405	11 22.5	12 24.5	Ford EDL	8-4½x3½	477	7.5 430	260 3600	Spi 6352*	5 Eat 34M*	HF	H 6.68 8.6*		
	156	192	46000	*11405	11 22.5	12 24.5	Ford EDM	8-4½x3½	534	7.5 490	277 3400	Spi 6352*	5 Eat 38D	HF	H 7.6 8.38			
	156	192	46000	*11405	11 22.5	12 24.5	Ford EDM	8-4½x4½	534	7.5 490	277 3400	Spi 6352*	5 Eat 38D	HF	H 7.6 8.38			
	156	192	46000	*11405	11 22.5	12 24.5	Ford EDN	8-4½x4½	534	7.5 490	277 3400	Spi 6352*	5 Eat 38D	HF	H 7.6 8.38			
Kenworth (D)	+905			33000	10750	10 20.0	21.00	Cum JTB	6-4½x5	401	16.0 350	180 2400	WG M465**	15 Tim R200	H2F	H		
D	+908			43000	12700	10 20.0	21.00	Cum JTB	6-4½x5	401	16.0 350	180 2400	WG M465**	15 Tim R200+	H2F	H		
D	+909			45000	13900	10 20.0	21.00	Cum JTB	6-4½x5	401	16.0 350	180 2400	WG M465**	15 Tim SQW	WF	H		
D	+921	153 ¹	255	33000	11800	10 20.0	21.00	Cum NH220	6-5½x6	743	16.0 535	220 2100	B241**	15 Tim R200	H2F	H 5.91 9.76		
D	+925	153 ¹	255	33000	10500	10 20.0	21.00	H.S. 590GV3	6-5½x6	596	6.6 490	232 2800	WG 5C72**	15 Tim R200	H2F	H 5.91 9.76		
D	+925	153 ¹	255	33000	10500	10 20.0	21.00	Cum NH220	6-5½x6	743	16.0 535	220 2100	B241**	15 Tim R200	H2F	H 5.91 9.76		
D	+922	191	255	42000	13800	10 20.0	21.00	Cum NH220	6-5½x6	743	16.0 535	220 2100	B241**	15 Tim R200+	HF	H 5.91 9.76		
D	+923	190	255	45000	15000	10 20.0	21.00	Cum NH220	6-5½x6	743	16.0 535	220 2100	B241**	15 Tim SQW	WF	H 5.67 8.20		
D	+924	190	255	61000	16200	10 20.0	21.00	Cum NH220	6-5½x6	743	16.0 535	220 2100	B241**	15 Tim SW456	WF	H 4.72 8.20		
D	L294	190	255	65000	16400	10 20.0	21.00	Cum NH220	6-5½x6	743	16.0 535	220 2100	B241**	15 Tim SFD4640	B2F	H 8.07 11.5		
D	+925	190	255	43000	14020	10 20.0	21.00	H.S. 590GV3	6-5½x6	596	6.6 490	232 2800	WG 5C72**	15 Tim SQW	WF	H 5.67 8.20		
D	+928	190	255	42000	13700	10 20.0	21.00	H.S. 590GV3	6-5½x6	596	6.6 490	232 2800	WG 5C72**	15 Tim R200	H2F	H 5.91 9.76		
D	552	178		54000	22500	13 24.0	24.00	Cum NH220	6-5½x6	743	16.0 535	220 2100	B241**	15 Tim SFD4640	B2F	H 8.07 11.5		
D	843			45000	15000	10 20.0	21.00	Cum NH220	6-5½x6	743	15.5 535	200 2100	R96	15 Tim SQW	WF	H 5.67 8.20		
D	848	210 ³	234	65000	22800	12 24.0	24.00	Cum NH220	6-5½x6	743	16.0 535	200 2100	B241**	15 Tim SFD4640	B2F	H 8.07 11.5		
D	849	210 ³	234	65000	22800	12 24.0	24.00	Cum NH220	6-5½x6	743	16.0 535	200 2100	B241**	15 Tim SFD4640	B2F	H 8.07 11.5		
D	*801	158 ¹		73400	37400	†	†	Cum NHBD1600	6-5½x6	743	16.0 535	200 2100	B10F1220*	10 Own	H2F	H ** 19.2		
D	*802	168		94000	45000	†	†	Cum NHBD1600	6-5½x6	743	12.0 800	300 2100	†	10 Own	H2F	H ** 19.2		
D	*802-A	168		94000	45000	†	†	Cum NHBD1600	6-5½x6	743	12.0 800	300 2100	B10F1220	10 Own	H2F	H ** 19.2		
D	*802-B	168		140000	68000	18.00	33	Cum NHV1200	12 5½x6	331	13.0 4	400 2100	†	... Own	H2F	H		
Peterbilt (D)	280	175	Opt	27000	12500	10 20.0	20D	Cum NHB600	6-5½x6	743	17.0 500	200 2100	Spi 8041	12 Tim R230DPA	2F	R 5.91 6.51		
(c.o.e.)	281	114	Opt	27000		10 20.0	21.00	Cum NHB600</td										

Timken-Detroit "3 for 1" Axles Are First Choice With Big Fleet Operators!

These superior features make the difference:

Interchangeability of Three Final Drives. Single-Speed Single-Reduction, Single-Speed Double-Reduction or Two-Speed Double-Reduction final drives using the same housing, hubs, drums, brakes and axle shafts gives your vehicles unmatched flexibility. Parts are readily available and less expensive.

Hypoid Gears. Larger pinions and greater tooth contact give 30% more torque capacity, top efficiency and long life . . . plus lower maintenance costs.

True Double Reduction. Two full size gear sets, one for each reduction, provide huskier gears and a balanced distribution of effort. Gears and bearings last longer and need less maintenance.

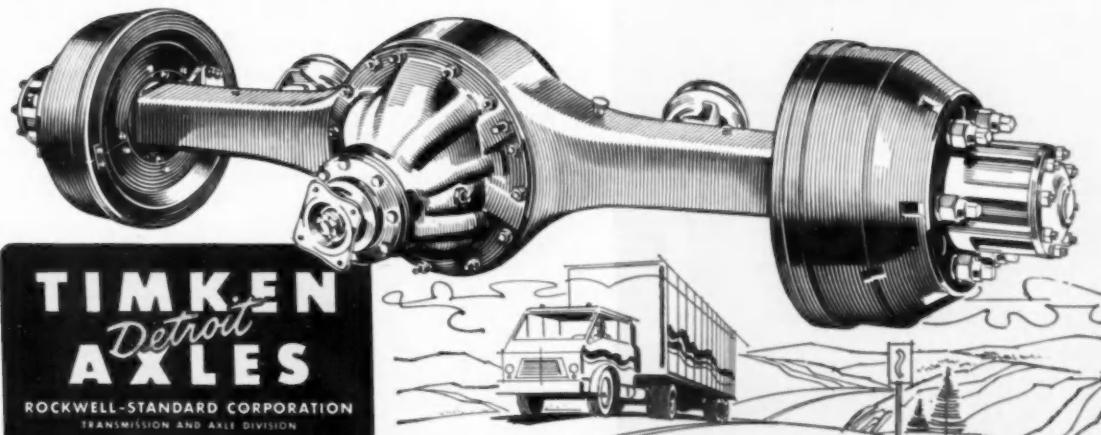
Torsion Flow Axle Shafts. More splines, plus greater root and body diameter, add extra strength.

Famous Time-proved Differential. Extra-strong gear body and teeth, plus hot-forged trunnion, give long trouble-free operation even under the roughest kind of treatment.

Hot-Forged Steel Axle Housing. The rectangular form of these high carbon steel housings is the lightest, strongest shape of housing that is available today.

PROVED
AND
PREFERRED...

**Timken-Detroit®
Axles are the
Accepted
Standard!**



Products of **ROCKWELL-STANDARD** Corporation

1958 TRUCK SPECIFICATIONS

Continued from page 108

MAKE AND MODEL	WHEEL- BASE		Gross Vehicle Weight for Normal Service (See definition)	TIRE SIZES		ENGINE DETAILS				TRANSMISSION		REAR AXLE							
	Minimum Standard	Maximum Standard		D-dual rear	S-single rear	Standard Front and Rear	Authorized Tire Size (Duals unless noted)	Make and Model	No. of Cylinders, Bore and Stroke	Displacement	Coupl. Ratio	Torque lb. ft.	Max. Brake H.P. at R.P.M. Given	Make and Model	Forward Speeds	Make and Model	Gear and Type	Drive and Torque	Gear Ratio Range in High
Rec. Cont'd																			
(c.o.e.)	AC-603	108	29000	*4835	11 22.5	12 24.5	Own OV207*	8 3 ⁷ /8 x4 ¹ / ₂	390 7.3	354	207 3400	Fu R46	8	Tim QT140+	H.F.	H	5.63 9.01		
(c.o.e.)	AC-603D	108	29000	10210	11 22.5	12 24.5	Cum JT-6-B	8 4 ¹ / ₂ x5	401 16.0	354	175 2500	Fu R46	8	Tim QT140+	H.F.	H	4.89 7.56		
A-607	151	26000	8180	10 22.5	11 24.5	Own OV207*	8 3 ⁷ /8 x4 ¹ / ₂	390 7.3	354	207 3400	Fu 5A65	5	Tim L140	H.F.	H	6.16 7.2			
A-700	139	31000	*8890	11 22.5	12 24.5	Own OV207*	8 3 ⁷ /8 x4 ¹ / ₂	390 7.3	354	207 3400	Fu 5A65	5	Tim R140+	H.F.	H	5.28 7.4			
A-701	139	33000	*8890	11 22.5	12 24.5	Own OV207*	8 3 ⁷ /8 x4 ¹ / ₂	390 7.3	354	207 3400	Fu 5A65	5	Tim R140+	H.F.	H	5.28 7.4			
A-702	139	33000	*8705	11 22.5	12 24.5	Own OV207*	8 3 ⁷ /8 x4 ¹ / ₂	390 7.3	354	207 3400	Fu 5A65	5	Tim R140+	H.F.	H	5.28 7.4			
A-703	133	31000	*8355	11 22.5	12 24.5	Own OV207*	8 3 ⁷ /8 x4 ¹ / ₂	390 7.3	354	207 3400	Fu 5A65	5	Tim RT340	H.F.d	H	5.62 8.53			
A-703D	133	31000	*8970	11 22.5	12 24.5	Cum JT-6-B	8 4 ¹ / ₂ x5	401 16.0	412	175 2500	Fu 5A65	5	Tim RT340	H.F.d	H	4.89 7.56			
(D)	B-700D	158 ³ / ₄	31000	*10620	11 22.5	11 20.0	Cum NH180*	6 4 ¹ / ₂ x6	672 15.8	475	180 3000	Spi 6A53A	5	Tim R140	H.F.	R	4.11 6.83		
(D)	B-702D	158 ³ / ₄	33000	*10670	11 22.5	11 20.0	Cum NH180*	6 4 ¹ / ₂ x6	672 15.5	475	180 3000	Spi 6A53A	5	Tim R140	H.F.	R	4.11 6.83		
(D)	B-703D	158 ³ / ₄	33000	*10610	11 22.5	11 20.0	Cum NH180*	6 4 ¹ / ₂ x6	672 15.5	475	180 3000	Spi 6A53A	5	Tim R140	H.F.	R	4.11 6.83		
(D) (c.o.e.)	BCC-703D	122	33000	*12070	11 22.5	12 24.5	Cum NH180*	6 4 ¹ / ₂ x6	672 15.5	475	180 2100	Fu R630D	10	Eat 1911	S.F.	R	5.11 7.40		
(c.o.e.)	AC-703	108	31000	*9830	11 22.5	12 24.5	Own OV207*	8 3 ⁷ /8 x4 ¹ / ₂	390 7.3	354	207 3400	Fu R46	8	Tim R140+	H.F.	H	4.62 6.53		
(c.o.e.)	AC-703D	108	31000	*10505	11 22.5	12 24.5	Cum JT-6-B	6 4 ¹ / ₂ x5	401 16.0	412	175 2500	Fu R46	8	Tim F140+	H.F.	H	6.8 7.2		
Sch. Bus.	C-270L	187	187	1950	8780	8 22.5	Own OA110	6 3 ⁷ /8 x4 ¹ / ₂	255 6.7	194	110 3400	WG T98A	4	Tim F140+	H.F.	H	6.8 7.2		
Sch. Bus.	C-270G	219	219	20500	86200	9 22.5	Own OA110	6 3 ⁷ /8 x4 ¹ / ₂	255 6.7	194	110 3400	WG T98A	4	Tim F140+	H.F.	H	6.8 7.2		
Sch. Bus.	C-270H	238	238	20500	86335	9 22.5	Own OA110	6 3 ⁷ /8 x4 ¹ / ₂	255 6.7	194	110 3400	WG T98A	4	Tim F140+	H.F.	H	6.8 7.2		
Sch. Bus.	C-270J	256	256	20500	86456	9 22.5	Own OA110	6 3 ⁷ /8 x4 ¹ / ₂	255 6.7	194	110 3400	WG T98A	4	Tim F140+	H.F.	H	6.8 7.2		
Sch. Bus.	C-370H	232	232	20000	8730	9 22.5	Own OA130	6 3 ⁷ /8 x4 ¹ / ₂	292 6.9	230	130 3200	Cla 205	4	Tim H140+	H.F.	H	6.8 7.2		
Sch. Bus.	C-370J	256	256	23500	86845	9 22.5	Own OA130	6 3 ⁷ /8 x4 ¹ / ₂	292 6.9	230	130 3200	Cla 205	4	Tim H140+	H.F.	H	6.8 7.2		
Sch. Bus.	C-470M	238	238	23500	86982	10 22.5	Own OA130	6 3 ⁷ /8 x4 ¹ / ₂	292 6.9	230	130 3200	Cla 205V	5	Tim L140	H.F.	H	6.8 7.2		
Sch. Bus.	C-470P	258	258	23500	86985	10 22.5	Own OA130	6 3 ⁷ /8 x4 ¹ / ₂	292 6.9	230	130 3200	Cla 205V	5	Tim L140	H.F.	H	6.8 7.2		
Sch. Bus.	A-375	168	208	16000	7105	11 22.5	Own OA145	6 4 ¹ / ₂ x5	331 6.7	270	145 3400	Fu 205V	5	Tim H140+	H.F.	H	6.8 7.2		
Sch. Bus.	A-475	168	208	28000	7240	11 22.5	Own OA145	6 4 ¹ / ₂ x5	331 6.7	270	145 3400	Fu 205V	5	Tim L140	H.F.	H	6.8 7.2		
Studebaker	SE1	112	122	4000	2070	6.00 16S	6 50 16S	Own 1E	6 3 ⁷ /8 x4 ¹ / ₂	186	7.5	152	92 3800	WG T90B	3	Spri 2211	H.F.	M	4.27 4.89
	SE5	112	122	4800	2070	6.00 16S	6 50 16S	Own 1E	6 3 ⁷ /8 x4 ¹ / ₂	186	7.5	152	92 3800	WG T90B	3	Spri 2211	H.F.	M	4.27 4.89
	SE6	112	122	5000	2290	6.00 16S	6 50 16S	Own 4E	6 3 ⁷ /8 x4 ¹ / ₂	246	7.5	204	106 3400	WG T90B	3	Spri 2211	H.F.	M	4.09 4.27
	SE7	112	122	5000	2380	6.00 16S	6 50 16S	Own 3E	6 3 ⁷ /8 x3 ¹ / ₂	259	7.5	250	170 4200	WG T98C	3	Spri 2211	H.F.	M	3.73 4.27
	SE10	122	122	6700	2315	7.00 16S	7.50 17S	Own 1E	6 3 ⁷ /8 x4 ¹ / ₂	186	7.5	152	92 3800	WG T90B	3	Spri 60	H.F.	M	** 4.88
	SE11	122	122	7000	2355	7.00 16S	8 19.55	Own 4E	6 3 ⁷ /8 x4 ¹ / ₂	246	7.5	204	106 3400	WG T90B	3	Spri 60	H.F.	M	4.10 4.88
	SE12	122	122	7000	2625	7.00 16S	8 19.55	Own 3E	6 3 ⁷ /8 x3 ¹ / ₂	259	7.5	250	170 4200	WG T98C	3	Spri 60	H.F.	M	4.10 4.88
	SE13	131	131	10000	3140	8 17.55	8 17.55	Own 3E	6 3 ⁷ /8 x3 ¹ / ₂	259	7.5	250	170 4200	WG T98A	4	Tim B-100	H.F.	M	4.86 5.14
	SE14	131	131	10000	3050	8 17.55	8 17.55	Own 4E	6 3 ⁷ /8 x4 ¹ / ₂	246	7.5	204	106 3400	WG T98A	4	Tim B-100	H.F.	M	5.14 5.83
	SE16	131	131	14000	3635	8 19.55	8 22.5	Own 4E	6 3 ⁷ /8 x4 ¹ / ₂	246	7.5	204	106 3400	WG T98A	4	Tim D100	S.F.	M	5.14 5.83
	SE16B	131	131	15000	3670	8 19.55	8 22.5	Own 4E	6 3 ⁷ /8 x4 ¹ / ₂	246	7.5	204	106 3400	WG T98A	4	Tim D100	S.F.	M	5.14 5.83
	SE22	131	131	14000	3730	8 19.55	8 22.5	Own 3E	6 3 ⁷ /8 x3 ¹ / ₂	259	7.5	250	170 4200	WG T98A	4	Tim D100	S.F.	M	5.14 5.83
	SE28B	131	131	15000	3765	8 19.55	8 22.5	Own 3E	6 3 ⁷ /8 x3 ¹ / ₂	259	7.5	250	170 4200	WG T98A	4	Tim D100	S.F.	M	5.14 5.83
	SE17	131	195	17000	4155	8 22.5	10 22.5	Own 4E	6 3 ⁷ /8 x4 ¹ / ₂	246	7.5	204	106 3400	WG T98A	4	Tim E-102*	H.F.	M	6.20 6.60
	SE17B	131	212	18000	4185	8 22.5	9.00 20	Own 4E	6 3 ⁷ /8 x4 ¹ / ₂	246	7.5	204	106 3400	WG T98A	4	Tim E-102*	H.F.	M	6.20 6.60
	SE33	131	195	17000	4250	8 22.5	10 22.5	Own 5E	6 3 ⁷ /8 x3 ¹ / ₂	259	7.5	250	170 4200	WG T98A	4	Tim E-102*	H.F.	M	6.20 6.60
	SE38B	131	212	18000	4280	8 22.5	9.00 20	Own 5E	6 3 ⁷ /8 x3 ¹ / ₂	259	7.5	250	170 4200	WG T98A	4	Tim E-146*	H.F.	M	6.20 6.60
	SE40	131	212	19000	4445	8 22.5	10 22.5	Own 6E	6 3 ⁷ /8 x3 ¹ / ₂	289	7.5	250	182 4000	NP 420	4	Tim F-146*	H.F.	M	6.20 6.60
	SE40B	131	212	21000	4460	8 22.5	9.00 20	Own 6E	6 3 ⁷ /8 x3 ¹ / ₂	289	7.5	280	182 4000	NP 420	4	Tim F-146*	H.F.	M	6.20 6.60
Ward La Fr.	D-1	148	220	25000	*9500	10.00 20	11.00 20	Con T6427	6 4 ¹ / ₂ x4 ¹ / ₂	427	5.1	340	152 2600	Fu 5A430	5	Tim Q-100	S.F.	R	** 6.83
	D-1C	149	220	28000	*8500	11.00 20	11.00 22	Con T6427	6 4 ¹ / ₂ x4 ¹ / ₂	427	5.1	340	152 2600	Fu 5A430	5	Tim U-200	S.F.	R	** 7.08
	D-3	149	220	28000	*10000	11.00 20	11.00 22	Con R6572	6 4 ¹ / ₂ x5 ¹ / ₂	572	5.9	440	189 2600	Fu 5C50	5	Tim R-200	S.F.	R	** 7.84
	D-3S	149	220	29000	*10000	11.00 20	11.00 22	Con R6602	6 4 ¹ / ₂ x5 ¹ / ₂	602	5.9	463	198 2600	Fu 5C50	5	Tim R-200	S.F.	R	** 7.84
	(D)	149	220	35000	*12500	11.00 22	11.00 22	Con HB600	6 4 ¹ / ₂ x6	672	17.0	500	150 1800	Fu 5C650	5	Tim R-200	S.F.	R	** 6.42
Fabco (c)	FD201A	130	172	19000	5700	7.50 20	9.00 20	Chevrolet	6 3 ⁷ /8 x3 ¹ / ₂	261	7.2	220	135 4000	Chevrolet*	8	Chevrolet	H.F.	M	** 6.17
	FD201B	130	172	19000	5700	7.50 20	8.25 20	Chevrolet	6 3 ⁷ /8 x3 ¹ / ₂	239	7.5	215	132 4200	Ford*	10	Ford	H.F.	M	** 6.8
	FD201B	130	172	19000	5700	7.50 20	8.25 20	Chevrolet	6 3 ⁷ /8 x3 ¹ / ₂	261	7.5	228	140 3900	Ford*	10	Ford	H.F.	M	** 6.8
	FD251B	130	172	27000	7500	8.25 20	9.00 20	Chevrolet	6 3 ⁷ /8 x3 ¹ / ₂	317	7.2	266	170 3900	Ford*	10	Ford	S.F.	M	7.17 7.67
	FD201A	132	174	17000															

New Holley '59 Carburetors
can be serviced in minutes—
WHILE
ON THE ENGINE!

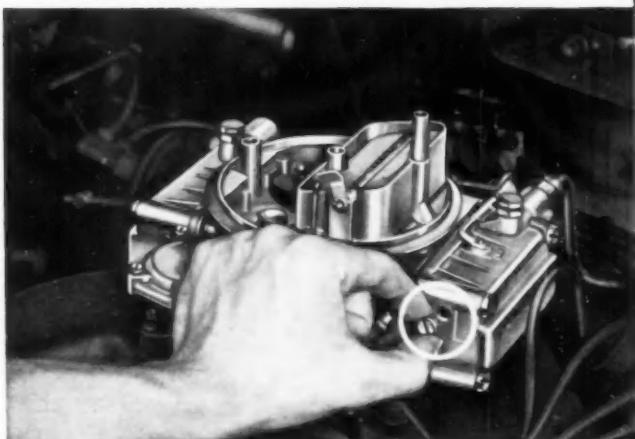
Many 1959 automobiles and trucks will be equipped with newly designed Holley two and four barrel carburetors that have a special needle and seat assembly which makes carburetor service a matter of minutes.

All carburetor minor repair—90% of carburetor service requirements under 30,000 miles—can be completed in the time it takes to remove and replace a single spark plug; and, without removing the carburetor from the engine.

These Holley 1959 models will substantially reduce customer service complaints and will make minor repair work more profitable and more accurate for the service man. With just the four simple steps shown on this page service men can:

1. Purge the carburetor of dirt and foreign matter.
 2. Accurately adjust the fuel level in the bowl.
 3. Replace or adjust the fuel inlet needle and seat.

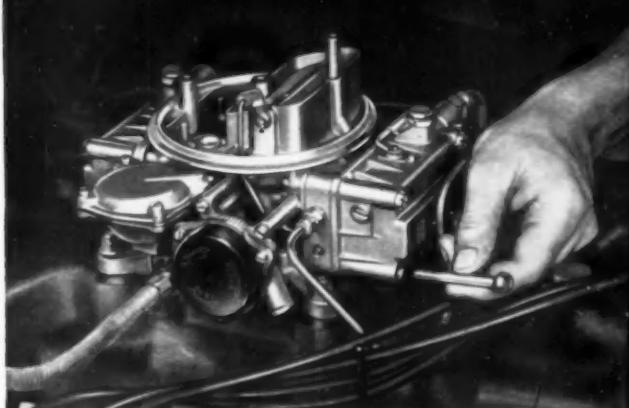
These new 1959 carburetors are another example of Holley's continuing leadership in the design and engineering of fuel and ignition equipment.



HOLLEY
Carburetor Co.

For more than half-a-century — original equipment manufacturers for the automotive industry

11955 E. NINE MILE ROAD • WARREN, MICHIGAN



1 With ignition off, remove lower bowl screw farthest from fuel inlet. Allow all gasoline to drain, purging the carburetor of dirt and sludge.



2 Remove fuel needle and seat and examine for wear and general condition. Replacement can be made at low cost although there should be no evidence of wear until after 20 000 miles.



1958 TRUCK SPECIFICATIONS

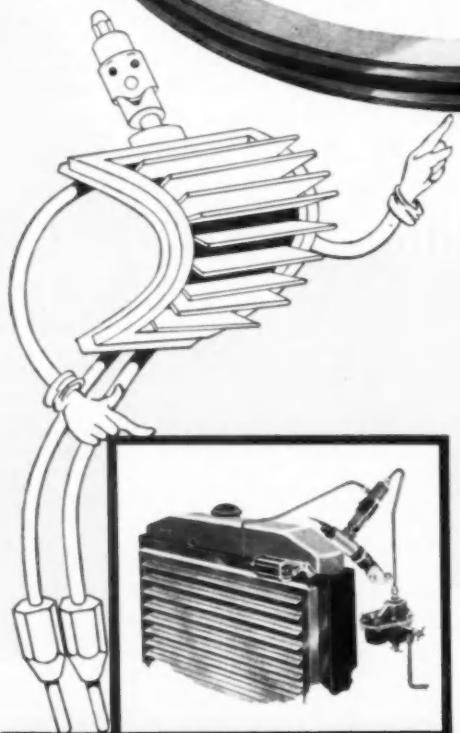
Continued from page 110

MAKE AND MODEL	WHEEL- BASE		TIRE SIZES		ENGINE DETAILS			TRANSMISSION		REAR AXLE								
	Minimum Standard		Gross Vehicle Weight for Normal Service (See definition)		D-dual rear S-single rear		Make and Model	No. of Cylinders, Bore and Stroke	Displacement	Cyl., Ratio	Max. Brake H.P. at R.P.M. Given	Make and Model	Forward Speeds	Make and Model	Gear and Type			
	Standard	Maximum	Chassis Weight (See definition)	Standard	Front and Rear	Maximum Authorized Tire Size (Duals unless noted)												
Four-Wheel Drive—Cont'd																		
FWD—Cont'd	*233D	142	202	23000	9000	8.00	20D	10.00	20	GMC 3-71	3-41x5	213 16.0	277	102-2100	Ful 5A430	5 Own 23	SF H 4.86-8.98	
	*234	142	202	28000	8500	10.00	20D	11.00	20	Int RD372	4-41x5	372 6.5	308	165-3200	Int T51	5 Own 23	SF H 4.86-8.98	
	*284D	142	202	28000	9800	10.00	20D	11.00	20	GMC 4-71	4-41x5	284 17.0	375	150-2300	Ful 5C650	5 Own 23	SF H 4.86-8.98	
	*285	142	202	28000	8800	10.00	20D	11.00	20	Int RD406	6-41x5	406 6.5	338	175-3200	Int T51	5 Own 23	SF H 4.86-8.98	
	*285D	142	202	28000	9750	10.00	20D	11.00	20	Cum JT6B	6-41x5	401 16.3	407	175-2500	Ful 5C650	5 Own 23	SF H 4.86-8.98	
	*305	142	231	30000	11400	11.00	20D	13.00	20S	Int RD406	6-41x5	406 6.5	338	175-3200	Int T62	5 Own 33A	SF H 4.18 12.2	
	*326	142	231	32000	11405	11.00	20D	13.00	20S	Int RD450	6-41x5	451 6.5	388	182-3000	Int T62	5 Own 33A	SF H 4.18 12.2	
	*324D	142	231	32000	12150	11.00	20D	13.00	20S	GMC 4-71	4-41x5	284 17.0	375	150-2300	Ful 5C650	5 Own 33A	SF H 4.18 12.2	
	*327D	142	231	32000	12930	11.00	20D	13.00	20S	Cum HR6B	6-51x6	743 15.5	550	175-1800	Ful 5C720	5 Own 33A	SF H 4.18 12.2	
	*367	142	231	36000	11600	11.00	20D	13.00	20S	Int RD501	6-41x5	501 6.5	444	212-3000	Int T72	5 Own 33	SF H 4.85 14.1	
	*368D	142	211	36000	13100	11.00	20D	13.00	20S	Cum HR6B	6-51x6	743 15.5	580	190-2000	Ful 5C720	5 Own 33	SF H 4.85 14.1	
	*408	142	211	40000	13900	12.00	20D	14.00	20S	Wau 145GK	6-51x6	776 6.2	595	216-2000	Ful 10A1120	10 Own 33	SF H 5.71 8.53	
	*409	142	211	40000	13970	12.00	20D	14.00	20S	Wau 145GKB	6-51x6	776 6.2	595	240-2400	Ful 10A1120	10 Own 33	SF H 5.71 8.53	
	*406D	142	211	40000	14630	12.00	20D	14.00	20S	GMC 6-71	6-41x5	426 16.0	570	227-2500	Ful 10A1120	10 Own 33	SF H 5.71 8.53	
	*409D	142	211	40000	14800	12.00	20D	14.00	20S	Cum NH220	6-51x6	743 15.5	607	220-2100	Ful 10A1120	10 Own 33	SF H 5.71 8.53	
	*327	142	231	32000	11450	11.00	20D	13.00	20S	Int RD501	6-41x5	501 6.5	444	212-3000	Int T72	5 Own 33A	SF H 4.18 12.2	
Marmon-Herr	6M104	110	118	5500	*3300	6.50	16S	6.50/16S		Ford	6-33x3	223 8.3	207	139-4200	Ford*	4 Ford	H ** 3.70	
	M104	110	118	5500	*3425	6.50	16S	6.50/16S		Ford	6-33x3	227 8.3	260	171-4400	Ford*	4 Ford	H ** 3.70	
	6M504	130	154	17000	*4964	7.25	25D	8.22.5		Ford	6-33x3	223 8.3	207	139-4200	Ford	4 Ford	H ** 5.83	
	M504	130	154	17000	*5089	7.25	25D	8.22.5		Ford	6-33x3	227 8.3	262	181-4400	Ford	4 Ford	H ** 5.83	
	6M604	130	192	21000	*5339	8.25	25D	10.22.5		Ford	6-33x3	223 8.3	207	139-4200	Ford	4 Ford	H ** 6.8	
	M604	130	192	21000	*5464	8.25	25D	10.22.5		Ford	6-33x3	272 8.3	262	181-4400	Ford	4 Ford	H ** 6.8	
	M604	130	192	21000	*5464	8.25	25D	10.22.5		Ford	6-33x3	272 7.6	260	178-3800	Ford	4 Ford	H ** 6.8	
	M704	132	192	22500	*6753	8.25	25D	10.22.5		Ford	6-33x3	272 7.6	260	178-3800	Ford	4 Ford	H ** 7.17	
	M754	132	192	22500	*6758	8.25	25D	10.22.5		Ford	6-33x3	302 7.6	299	196-3800	Ford	4 Ford	H ** 7.17	
	M804	132	192	26000	*7612	10.22.5	25D	11.22.5		Ford	6-33x3	332 7.6	326	212-3800	Ford	4 Ford	H ** 7.17	
	M904	132	192	29000	*7840	11.22.5	25D	12.22.5		Ford	6-33x3	332 7.6	326	212-3800	Ford	4 Ford	H ** 7.17	
(Sc. Bus Ch.)	ASC 178 _{1/2}	178	2400	7840	9.00	20D	10.00	20	ECT2V	6-31x3	223 8.3	207	139-4200	Ford*	4 Ford	H ** 5.8		
(Sc. Bus Ch.)	ASC 205	205	24000	7900	9.00	20D	10.00	20	ECT2V	6-31x3	332 7.5	316	200-3800	Ford	5 Ford	H ** 5.8		
(Sc. Bus Ch.)	ASC 233	233	24000	7970	9.00	20D	10.00	20	ECT2V	6-31x3	332 7.5	316	200-3800	Ford	5 Ford	H ** 5.8		
(Sc. Bus Ch.)	ASC 178	178	2400	7840	9.00	20D	10.00	20	ECT4V	6-31x3	332 7.5	326	212-3800	Ford	5 Ford	H ** 5.8		
(Sc. Bus Ch.)	ASC 205	205	24000	7900	9.00	20D	10.00	20	ECT4V	6-31x3	332 7.5	326	212-3800	Ford	5 Ford	H ** 5.8		
(Sc. Bus Ch.)	ASC 233	233	24000	7970	9.00	20D	10.00	20	ECT4V	6-31x3	332 7.5	326	212-3800	Ford	5 Ford	H ** 5.8		
Oshkosh	W-216	152	205	23600	8815	10.22.5		11.22.5		Int RD406	6-45x4 _{1/2}	406 6.5	338	164- 164	Own 216	HF	H ** 6.20	
	W-316	152	205	28000	9310	10.22.5		11.22.5		Int RD406	6-45x4 _{1/2}	406 6.5	338	164- 164	Own 316	HF	H ** 6.20	
(D)	W-316-D	152	205	28000	9520	10.22.5		11.22.5		Cum JN8B	6-41x5	401 16.3	295	130-2500	Own 316	HF	H ** 6.20	
	W-416	152	205	30000	10065	11.22.5		12.22.5		Int RD406	6-45x4 _{1/2}	406 6.5	338	164- 164	Own 416	HF	H ** 6.20	
	W-516	152	205	32000	11040	12.00	25D	12.22.5		Int RD450	6-45x5	450 6.5	388	174- 174	Own 516	HF	H ** 6.20	
	W-516	152	205	32000	11140	12.00	25D	12.22.5		Int RD501	6-45x5 _{1/2}	501 6.5	400	200-2600	Own 824	2F	H ** 5.6	
	W-516	152	205	36000	11180	12.00	25D	12.22.5		Int RD501	6-45x5 _{1/2}	501 6.5	444	200-2600	Own 816	2F	H ** 6.20	
	W-516	152	205	36000	10300	10.00	20D	11.00	20	Cum JT6B	6-41x5	401 15.8	407	175-2500	Own W514	2F	H ** 5.6	
	W-516	152	205	36000	12800	11.00	20D	12.00	20	Cum JT6B	6-41x5	401 15.8	407	175-2500	Own W514	2F	H ** 5.6	
	W-1700-15-CR	161	A1	34000	12300	11.00	20D	12.00	20	Cum R613	6-45x5	513	427	198-2600	0. W1700-15	10 Own 315	HF	H ** 7.15
	W-1700-15	161	A1	34000	12300	11.00	20D	12.00	20	Cum R613	6-45x5	513	427	198-2600	0. W1700-15	10 Own 315	HF	H ** 7.15
	W-514	150	205	36000	12600	11.00	20D	12.00	20	R6572	6-45x5	572	464	210-2600	Own W614	5 Own W814	H ** 7.1	
	W-515	150	205	36000	12600	11.00	20D	12.00	20	R6602	6-45x5	602	484	218-2600	Own W615	5 Own W815	H ** 7.1	
	W-524	150	205	36000	12800	11.00	20D	12.00	20	R6602	6-45x5	572	464	210-2600	Own W624	5 Own W824	H ** 7.2	
	W-525	150	205	36000	12800	11.00	20D	12.00	20	R6602	6-45x5 _{1/2}	602	484	218-2600	Own W625	5 Own W825	H ** 7.2	
	W-816	150	205	36000	14100	12.00	20D	12.00	20	Cum H6B	6-47x7	672	512	160-1800	Own W816	5 Own W816	SF H ** 5.6	
	W-826	150	205	36000	14300	12.00	20D	12.00	20	Cum H6B	6-47x6	743	580	190-2000	Own W826	5 Own W826	SF H ** 5.6	
	W-817	150	205	40000	14400	12.00	20D	14.00	20S	Cum HR6B	6-51x6	743	580	190-2000	Own W827	5 Own 817	SF H ** 5.4	
	W-817	150	205	40000	14400	12.00	20D	14.00	20S	Cum HR6B	6-51x6	743	580	190-2000	Own W827	5 Own 817	SF H ** 5.4	
	W-817	150	205	40000	14600	12.00	20D	14.00	20S	Cum HR6B	6-51x6	743	580	190-2000	Own W827	5 Own 817	SF H ** 5.4	
	W-816	150	205	40000	16000	13.00	20D	14.00	20S	Cum HR6B	6-51x6	743	580	190-2000	Own W827	5 Own 817	SF H ** 5.4	
	W-806	160	205	42000	16000	13.00	20D	14.00	20S	Cum HR6B	6-51x6	743	580	190-2000	Own W806	12 Own W806	H ** 6.15	
	WC-905	160	205	42000	16400	13.00	20D	14.00	20S	Cum NH220	6-51x6	743	606	220-2100	Own W905	12 Own W905	H ** 6.15	
	W-2211	160	205	44000	16500	13.00	20D	14.00	20S	Wau 145GK	6-51x6	779	595	240-2400	Own W2211	12 Own W2211	H ** 6.15	
	W-2206	160	205	54000	19000	13.00	24D	14.00	24	HS 1091G	6-51x7	960	630	330-2000	Own W2206	12 Own W2206	H ** 6.3	
	WA-2208	160	205	44000	18900	13.00	24D	14.00	24S	Cum NH220	6-51x6	743	605	320-2100	Own W2208	12 Own W2208	H ** 6.15	
	W-2209	160	205	54000	19500	13.00	24D	14.00	24S	Cum NHRS6B	6-51x6	743	665	320-2100	0. W2209M	5 Own W2209M	F	

IT'S A MATTER OF RECORD...

THE CASE
OF THE
RADIOACTIVE
PISTON RING

HERE'S HOW A
RADIOACTIVE PISTON RING
PROVED 35% LESS
ENGINE WALL WEAR



Copies of original report are available on request. Write Kysor, Cadillac, Mich.

OPERATOR CONDUCTS OWN TESTS

The Problem: Do Kysor Automatic Shutters lessen the engine wear rate?

The Test:

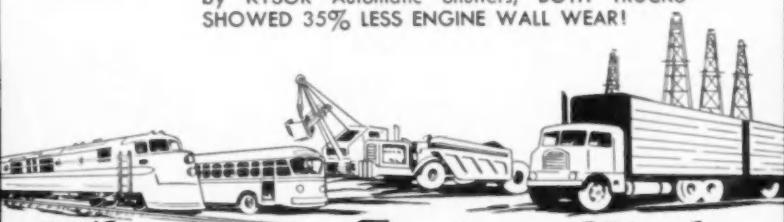
Kysor Shutters were installed on two nearly identical trucks operating on similar routes. The test was run in two phases on each truck. A radioactive piston ring was installed in the front cylinder of each truck. The trucks traveled their normal routes for a definite control period.

Shutter controls were then removed, leaving the line thermostat in control of engine operating temperature, and the trucks again operated for the same time over the same routes.

At the end of each control period, the amount of radioactive iron present in the lube oil was accurately measured with a Geiger Counter.

RESULT:

When engine operating temperature was controlled by KYSOR Automatic Shutters, BOTH TRUCKS SHOWED 35% LESS ENGINE WALL WEAR!



KYSOR
CUTS COSTS...

Wherever Engines Work

KYSOR HEATER CO. - CADILLAC, MICHIGAN

1958 TRUCK SPECIFICATIONS

Continued from page 112

MAKE AND MODEL	WHEEL- BASE		TIRE SIZES		ENGINE DETAILS				TRANSMISSION		REAR AXLE						
			D-dual rear S-single rear														
	Minimum Standard	Maximum Standard	Gross Vehicle Weight for Normal Service (See definition)	Chassis Weight	Standard Front and Rear	Authorized Tire Size unless (Duals unless noted)	Make and Model	No. of Cylinders, Bore and Stroke	Displacement	Gear Ratio	Torque lb. ft.	Max. Brake H.P. at R.P.M. Given	Make and Model	Forward Speeds	Make and Model	Gear and Type	
Six-Wheelers																	
Dodge	T700	141	189	35000	8 22.5	10 22.5	Own	8 3 1/2 x 3 5/8	354	7.5	319	218 3900	5	5	6.8 7.8		
.... T800-800	H.D.	144	192	37000	9 22.5	10 22.5	Own	8 3 1/2 x 3 5/8	354	7.5	340	224 3900	5	5	6.8 7.8		
.... T900		144	192	49000	11 22.5	12 22.5	Own	8 3 1/2 x 3 5/8	354	7.5	360	234 3900	5	5	7.8 8.6		
Duplex	TH6	162	220	30000	9 180 8.25 20	9.00 20	Her JXD	6 4x4 ^{1/2}	320	6.2	240	113 3000	Fu 5B33*	10	Tim SBD1055	BF L ** 6.16	
RF6	160	208	40000	11500	10.00 20	11.00 20	Con B6427	6 4 1/2 x 4 ^{1/2}	427	6.6	325	141 2600	Fu 5A43	5	Tim SD3010	R 6.27	
(D) L6	172	208	45000	15000	11.00 20	12.00 20	Cum HB600	6 4 1/2 x 6	672	17.0	495	150 1800	Fu 5A920	5	Tim SD454	BF2 L 6.8 8.15	
Fabco (c)	FD201A	130	Opt	30000	10500	8.25 20	9.00 20	Chevrolet	6 3 1/2 x 3 1/2	261	7.2	220	135 4000	Chevrolet*	8	Chevrolet	M+F H ** 6.17
(c) FD201B	130	Opt	30000	10500	8.25 20	9.00 20	Ford	8 3 1/2 x 3 1/2	239	7.5	215	132 4000	Ford*	10	Ford	M+F H ** 6.8	
(c) FD201B	130	Opt	30000	10500	8.25 20	9.00 20	Ford	8 3 1/2 x 3 1/2	259	7.5	228	140 3000	Ford*	10	Ford	M+F H ** 6.8	
(c) FD251B	130	Opt	40000	13000	8.25 20	9.00 20	Ford	8 3 1/2 x 3 1/2	317	7.2	286	170 3900	Ford*	10	Ford	SF H 7.17 7.67	
(c) FD201D	154	190	27000	8700	8.25 20	10 22.5	Int	6 3 1/2 x 4 ^{1/2}	282	6.5	251	137 3600	Int*	10	Eat	SF H ** 6.70	
150			30000	10600	9.00 20	9.00 20	Ford	8 3 1/2 x 3 1/2	332	7.6	328	212 3800	Clark**	30	Tim F105	SF R ** 6.80	
150			30000	10600	9.00 20	9.00 20	GM/C	6 4 1/2 x 4	302	7.5	268	160 3200	Clark**	30	Tim F105	M+F R ** 6.60	
Federal	200R66	157	193	28000	*8150 8.25 20		Her JXD	6 4x4 ^{1/2}	320		254	125 3200	Cla 205V	5	Tim SPHD	H 7.20	
(D) D200R66	157	193	28000	*8570 8.25 20			TD 6427	6 4 1/2 x 4 ^{1/2}	427		307	116 2400	Cla 290V	5	Tim SDHD	H ** 6.17	
300R66	157	193	34000	*8554 9.00 20			Her JXL	6 4 1/2	339		264	138 3200	Cla 205V	5	Tim SFHD	H ** 6.17	
(D) D300R66	157	193	34000	*9129 8.00 20			Cum JN68	6 4 1/2 x 5	401		290	125 2500	Cla 290V	5	Tim SFHD	H ** 6.17	
400R66	157	193	42000	*12377 10.00 20			Con T6427	6 4 1/2 x 4 ^{1/2}	427		356	179 3000	Cla 290V	5	Tim SLHD	H ** 7.20	
(D) D400R66	157	193	42000	*12677 10.00 20			Cum JBS60	6 4 1/2 x 5	401		350	150 2500	Cla 290V	5	Tim SLHD	H ** 7.20	
500R66	157	193	49000	*14400 11.00 22			Con U6501	6 4 1/2 x 5	501		413	178 2600	Cla 5A65	5	Tim SQDD	H ** 7.20	
(D) D500R66	157	193	49000	*15400 11.00 22			Cum HRFB600	6 5 1/2 x 6	743		550	180 2000	M 5A65	5	Tim SFDD	H2 ** 7.20	
600R66	157	193	61664	*16130 11.00 22			Cum R6602	6 4 1/2 x 5	602		484	232 2800	M 5A65	5	Tim SFDD	H2 ** 8.07	
(D) D700R66	157	193	61600	*18388 11.00 22			Cum NH8600	6 5 1/2 x 6	743		535	210 2100	Sp 8051A	5	Tim SFDD4600	H2 ** 8.07	
FWD																	
6-366	162	211	36000	12300	8.25 20D	10.00 20	Int RD450	6 4 1/2 x 5	451	6.5	388	182 3000	Int T72	5	Own 6-23	SF T 4.7 11.5	
6-364D	162	211	36000	13200	8.25 20D	10.00 20	GM/C 4-71	4 4 1/2	284	17.0	375	150 2300	Fu 5C65	5	Own 6-23	SF T 4.7 11.5	
6-365D	184	211	*6060	13890	8.25 20D	10.00 20	Cum RF6B	6 5 1/2 x 6	743	15.5	580	190 2000	Fu 5C72	5	Own 6-23	SF T 4.7 11.5	
6-367	162	211	40000	14250	9.00 20D	10.00 20	Int RD501	6 4 1/2 x 5	501	6.5	444	212 3000	Int T70	5	Own 6-23	SF T 4.7 11.5	
6-400D	184	233	40000	16150	9.00 20D	10.00 20	GM/C 6-71	6 4 1/2 x 5	426	16.0	570	227 2250	Fu 5C72	5	Own 6-23	SF T 4.7 11.5	
6-409	184	233	40000	18090	12.00 20D	13.00 20	Ward 1440 GKB	6 4 1/2 x 6	743	15.5	607	220 2100	Fu 5C72	5	Own 6-23	SF T 4.7 11.5	
6-409	192	216	60000	18090	12.00 20D	13.00 20	Ward 1440 GKB	6 4 1/2 x 6	779	6.2	580	246 2400	Fu 10A1120	10	Own 6-33	SF T 5.7 8.59	
6-409	192	216	60000	18090	12.00 20D	13.00 20	Cum NH220	6 5 1/2 x 6	743	15.5	607	220 2100	Fu 10A1120	10	Own 6-33	SF T 5.7 8.59	
6-457	162	211	49000	13550	10.00 20	11.00 20	Int RD501	6 4 1/2 x 5	501	6.5	444	212 3000	Int T70	5	Own 6-23	SF T 4.7 11.5	
6-456	184	233	45000	15250	10.00 20	11.00 20	GM/C 6-71	6 4 1/2 x 6	426	16.0	570	227 2250	Fu 5C72	5	Own 6-23	SF T 4.7 11.5	
6-459D	184	233	45000	15250	10.00 20	11.00 20	Cum NH220	6 5 1/2 x 6	743	18.5	607	220 2100	Fu 5C72	5	Own 6-23	SF T 4.7 11.5	
6-457	162	211	48000	14000	10.00 20	11.00 20	Int RD501	6 4 1/2 x 5	501	6.5	444	212 3000	Int T70	5	Own 6-33AR	SF T 4.7 11.5	
6-486D	184	233	48000	15270	10.00 20	11.00 20	GM/C 6-71	6 4 1/2 x 5	426	16.0	570	227 2250	Fu 5C72	5	Own 6-33AR	SF T 4.7 11.5	
6-489D	184	233	48000	15800	10.00 20	11.00 20	Cum NH220	6 5 1/2 x 6	743	15.5	607	220 2100	Fu 5C72	5	Own 6-33AR	SF T 4.7 11.5	
6-607	178	233	60000	16600	12.00 20	13.00 20	Int RD501	6 4 1/2 x 5	501	6.5	444	212 3000	Fu 10A1120	10	Own 6-33	SF T 5.7 8.59	
6-332	162	211	33000	11400	8.25 20	9.00 20	Int BD308	6 3 1/2 x 4	308	6.5	266	154 3600	Int T30	5	Own 6-23L	SF T 4.7 11.5	
6-354	160	211	35000	11510	8.25 20	9.00 20	Int RD372	6 4 1/2 x 5	372	6.5	306	165 3200	Int T60	5	Own 6-23L	SF T 4.7 11.5	
6-355	160	211	35000	11510	8.25 20	9.00 20	Int RD406	6 4 1/2 x 5	406	6.5	305	175 3200	Int T60	5	Own 6-23L	SF T 4.7 11.5	
6-365D	162	211	36000	13050	8.25 20	10.00 20	Cum JT68	6 4 1/2 x 5	401	16.3	407	175 2500	Fu 5C55	5	Own 6-23	SF T 4.7 11.5	
6-467	162	211	46000	13650	10.00 20	11.00 20	Int RD501	6 4 1/2 x 5	501	6.5	444	212 3000	Int T70	5	Own 6-33AR	SF T 4.7 11.5	
6-466D	184	233	46000	15370	10.00 20	11.00 20	GM/C 6-71	6 4 1/2 x 5	426	16.0	570	227 2250	Fu 5C72	5	Own 6-33AR	SF T 4.7 11.5	
6-467	166	200	70000	17400	11.00 20	12.00 24	Int RD501	6 4 1/2 x 5	501	6.5	444	212 3000	Int T70	5	Tim SD4600	2F L L	
Oshkosh	W-825-6X6	178	Opt	45000	12500	11.00 20	11.00 20	Cum R6602	6 4 1/2 x 5 ^{1/2}	602		484	218 2600	Own W-825	5	Tim SFD3020	2F L ** 7.2
W-826-6X6	178	Opt	45000	19000	11.00 20	11.00 20	Cum H6B	6 5 1/2 x 6	672		512	160 1800	Own W-826	5	Tim SFD-3020	2F L ** 5.6	
WA-906-X6	Opt	65000	23200	11.00 24	11.00 24	Optional	Cum HRFB6	6 5 1/2 x 6	743	15.5	580	190 2000	Own WA906	12	Tim SFD4600P	2F L	
WA-1600	Opt	65000	65000	11.00 24	12.00 24	Optional								12	Tim SD472	2F L	
Peterbilt (D)	350	193	Opt	36000	10 00 20D	11 00 22	Cum NH8600	6 5 1/2 x 6	743	17.0	500	200 2100	Spi 8041	12	Tim SW-3456	WF R 6.16 6.80	
(D) 360	198	36000	10 00 20D	11 00 22			Cum NH8600	6 5 1/2 x 6	743	17.0	500	200 2100	Spi 8041	12	Tim SW-459	WF R 6.16 6.80	
(D) 381	194	44000	10 00 20D	11 00 22			Cum NH8600	6 5 1/2 x 6	743	17.0	500	200 2100	Spi 8041	12	Tim SF4600	2F R ** 10.16	
(D) 350 (coe)	135	Opt	36000	10 00 20	11 00 22		Cum NH8600	6 5 1/2 x 6	743	17.0	500	200 2100	Spi 8041	12	SW 3456	WF R 6.16 6.80	
(D) 351 (coe)	190	Opt	36000	13200	10 00 20	11 00 22	Cum NH8600	6 5 1/2 x 6	743	17.0	500	200 2100	Spi 8045	12	Tim SW 3458	WF R 6.16 7.35	
(D) 360 (coe)	135	Opt	36000	10 00 20	11 00 22		Cum NH8600	6 5 1/2 x 6	743	17.0	500	200 2100	Spi 8041	12	SW 459	WF R 6.16 6.80	
Reo	C-330	150	35000	*10090	9 22.5	10 22.5	Own OA1454	6 4 1/2 x 4 ^{1/2}	331	6.73	270	145 3200	Cla 205V	5	Eat 28M	SF T 7.79	
C-332	150	37000	*10160	9 22.5	10 22.5		Own OA1454	6 4 1/2 x 4 ^{1/2}	331	6.73	270	145 3200	Cla 205V	5	Eat 28M	SF T 7.79	
C-430	150	42000	*10750	10 22.5	11 22.5		Own OH170	6 4 1/2 x 4 ^{1/2}	331	7.5	297	170 3400	Cla 290V	5	Tim SLHD	HF T 7.8 8.6	
C-432	150	43000	*10140	10 22.5	12 22.5		Own OH170	6 4 1/2 x 4 ^{1/2}	331	7.5	297	170 3400	Cla 290V	5	Tim SLHD	HF T 7.8 8.6	
C-																	

DID YOU KNOW—

McQuay-Norris

**is the only parts manufacturer who
distributes "EATON" brand valves
through the automotive wholesaler***



**See your
McQuay-Norris
Wholesaler**

McQuay-Norris Eaton Brand Valves
are made of highest heat-resisting alloy
steels . . . many have Eatonite hard facing,
sodium cooling, and rotation features.
For valves it's McQUAY-NORRIS!

*In the U. S. A. and Canada

McQUAY-NORRIS Manufacturing Co., St. Louis • Toronto

1958 TRUCK SPECIFICATIONS

Continued from page 114

MAKE AND MODEL	WHEEL- BASE		Gross Vehicle Weight for Normal Service	Chassis Weight (See definition)	TIRE SIZES		ENGINE DETAILS			TRANSMISSION	REAR AXLE							
					D-dual rear S-single rear		Standard Front and Rear	Maximum Authorized Tire Size (Duals unless noted)	No. of Cylinders, Bore and Stroke	Displacement	Comp. Ratio	Torque lb. ft.	Max. Brake H.P. at R.P.M. Given	Make and Model	Forward Speeds	Make and Model	Gear and Type	
	Minimum	Standard	Standard	Standard	Standard	Standard												
Six-Wheelers—Cont'd																		
Truckstell																		
(C) F600	4R	155	221	28000	79604	8 22.5	9 22.5	Ford	6-3.6x2x3	223	7.8	202	133-4000 Ford++	12	Ford	HF	L	** 6.8
(C) F700	4R	157	225	32000	89804	8 22.5	9 22.5	Ford	6-3.6x2x3	272	7.6	247	158-3800 Ford++	12	Ford	HF	L	** 7.2
(C) F750	4R	157	225	34000	93504	9 22.5	10 22.5	Ford	6-3.6x2x3	302	7.5	279	175-3800 Ford++	15	Ford	HF	L	** 7.2
(C) F800	4R	157	225	40000	101704	10 22.5	11 22.5	Ford	6-3.8x3.7	332	7.5	306	190-3800 Ford++	15	Ford	SF	L	** 7.2
(C) F900	4R	157	225	48000	116404	11 22.5	11 22.5	Ford	6-3.8x3.7	332	7.5	306	190-3800 Ford++	15	Ford	SF	L	** 7.67
(C) C5403	4R	138	205	28000	76504	8 22.5	9 22.5	Chev.	6-3.75x3	265	7.5	249	152-4200 Chev.++	12	Chev.	HF	L	** 6.17
(C) C6103	4R	155	225	32000	78004	8 22.5	9 22.5	Chev.	6-3.56x3.9	236	8.0	210	140-4200 Chev.++	12	Chev.	HF	L	** 6.17
(C) C7103	4R	138	205	34000	81704	8 22.5	10 22.6	Chev.	6-3.75x3	265	7.5	249	155-4200 Chev.++	12	Chev.	HF	L	** 6.17
(C) C8103	4R	158	225	34000	83504	8 22.5	10 22.5	Chev.	6-3.75x3	265	7.5	249	155-4200 Chev.++	12	Chev.	HF	L	** 6.17
(C) C9103	4R	138	205	48000	102504	9 22.5	11 22.5	Chev.	8-4x3.19	322	7.7	310	195-4000 Chev.++	15	Chev.	SF	L	** 7.17
(C) C10103	4R	158	225	48000	110004	9 22.5	11 22.5	Chev.	8-4x3.19	322	7.7	310	195-4000 Chev.++	15	Chev.	SF	L	** 7.17
Ward La Fr.	DIT	180	220	39500	.....	10.00 20	11.00 20	Con T6427	6-4 1/2x4 1/2	427	....	340	152-2600 Fu 5A43++	15	Tim SD3010P	2F	L	** 8.27
	D3T**	180	220	39500	.....	10.00 20	11.00 20	Con R6572	6-4 1/2x5 1/2	572	....	440	198-2600 Fu 5C65++	15	Tim SD3010P	2F	L	** 7.50
	D3ST**	180	220	39500	.....	10.00 20	11.00 20	Con R6602	6-4 1/2x5 1/2	602	....	463	206-2600 Fu 5C65++	15	Tim SD3010P	2F	L	** 7.50
(D)	D5T**	180	220	42000	.....	11.00 20	11.00 20	Cum HB600	6-4 1/2x6	672	....	500	150-1800 Fu 5C72++	15	Tim SD3010P	2F	L	** 6.84
(D)	D5RT**	180	220	42000	.....	11.00 20	11.00 20	Cum HR600	6-5 1/2x6	743	....	540	165-1800 Fu 5C72++	15	Tim SD3010P	2F	L	** 6.84
(D)	D5NT**	180	220	42000	.....	11.00 20	11.00 20	Cum NHB600	6-5 1/2x6	743	....	540	200-2100 Fu 5C72++	15	T SW3012PA	WF	L	** 6.17
White-Freightliner																		
WF7564T	156	248	.....	12625	11 22.5	.....	.....	Cum NHB	6-5 1/2x6	743	13.0	575	220-2100 Fu R36	10	TDA SQHD	WF	H	** 6 1/2
WF6342T	116	150	.....	9995	11 22.5	.....	.....	Cum NHB	6-5 1/2x6	743	13.0	575	220-2100 SP 8041	8	TDA R330	SID	H	4.77 6.38
WF6344T	116	150	.....	11030	11 22.5	.....	.....	Cum NHB	6-5 1/2x6	743	12.0	575	220-2100 Fu R96	10	TDA R230	SID	H	** 5.54
WF6364	196	231	.....	12985	11 22.5	.....	.....	Cum NHB	6-5 1/2x6	743	13.0	575	220-2100 SP 8241	12	TDA SQHD	WF	H	** 6.17

For references and abbreviations see page 103

Rambler American Line Adds New Station Wagon in '59



AMERICAN MOTORS adds a new station wagon to its '59 Rambler American line. It's a low silhouette model, has 57.8-in. overall height.

With seat down, it provides 52 cu ft

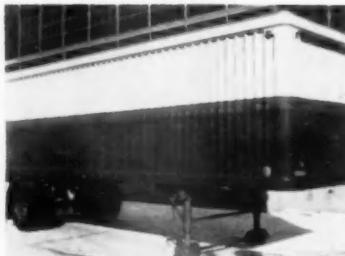
of cargo capacity. Powerplant is the 6-cyl, L-head engine. Designed for regular grade fuel, it develops 90 hp, has 8 to 1 compression ratio, 195.6 cu in. displacement.

Manual transmission

is standard with overdrive or automatic as options. Rear engine mounts for automatic transmission models have been redesigned.

Tailpipes are welded-seam tubing with aluminized coating. Mufflers also feature aluminized and zinc coatings. Self-adjusting brakes are offered as a factory installed, extra-cost option.

City Delivery Trailer



Designed for city delivery use, this 29-ft Highway trailer features a single axle under carriage, integral stake and panel construction on sides and front and optional rear enclosures of chain gate, scissors gate, canvas curtain or double rear doors. The trailer is available in 20 through 29-ft models with corrugated or smooth side and front panels.

Wagner AIR-OVER-HYDRAULIC Brake Actuation provides safe braking of heavy vehicles that use hydraulic foundation brakes

With the Wagner
ROTARY AIR COMPRESSOR
...FOOT VALVE...POWER CLUSTER
You gain the advantages of passenger car hydraulic braking systems...



- **SINGLE ACTION BRAKE APPLICATION**
 (eliminates uncertain two-stage feel)
- **LOW PEDAL OR TREADLE**
- **FAST APPLICATION AND RELEASE OF BRAKING PRESSURE DUE TO HIGH CAPACITY APPLICATION VALVE.**

Get the whole story on Wagner Air-Over-Hydraulic Systems—first in economy, reliability and safety.

SEND FOR CATALOG KU-201. It points out the many advantages you gain with Wagner Air-Over-Hydraulic actuation on all your vehicles equipped with hydraulic foundation brakes.

With 35 years of experience in manufacturing braking systems, Wagner is the *only* manufacturer producing *all* of the air and hydraulic components necessary for a complete air-over-hydraulic power brake system. Specify this fine equipment on your new vehicles. When ordering tractors, include Wagner's Tractor Protection System in your specification.

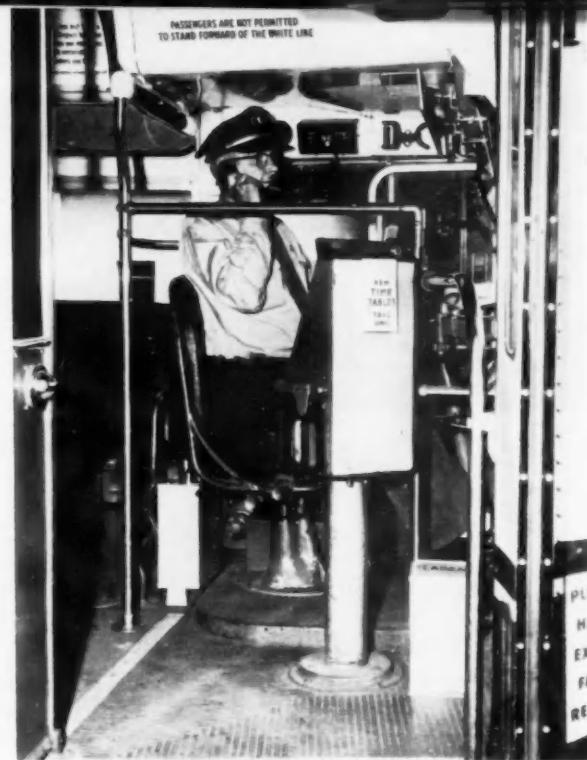
Wagner Electric Corporation
 6470 PLYMOUTH AVENUE, ST. LOUIS 14, MO., U.S.A.
(Branches in principal cities in U.S. and in Canada)



Rochester's 10 Reasons Why

In brief, here are the 10 reasons that led Rochester Transit to install two-way radio in their entire fleet . . .

1. Fill-in buses are obtained on the road virtually eliminating cost of pulling coach from garage.
2. Gaps in lines are filled quickly preventing a loss of revenue.
3. Waste mileage and time are greatly reduced.
4. Rerouting because of blocked routes is done promptly and easily.
5. Accidents or road failures are reported immediately with the driver staying with the coach.
6. Traffic loads from sports and other special events can be handled faster with minimum of equipment.
7. Supervisory personnel have more time to do a better job.
8. Cost of leased phone cable loops and switchboards is reduced.
9. Drivers can report immediately from any location for new directions.
10. Trouble on bus is quickly nipped since a driver-to-dispatcher-to-police relay brings patrol car to scene faster.



Radio equipment fits in a drawer-style mounting. Included are receiver, transmitter and transistorized power supply

Rochester Transit Goes 100%

After a year's testing, this fleet decided two-way radio means

ROCHESTER (N. Y.) TRANSIT IS putting two-way radio in its entire fleet of 275 buses. Contract for installation was signed early last month between Rochester and Stromberg Carlson.

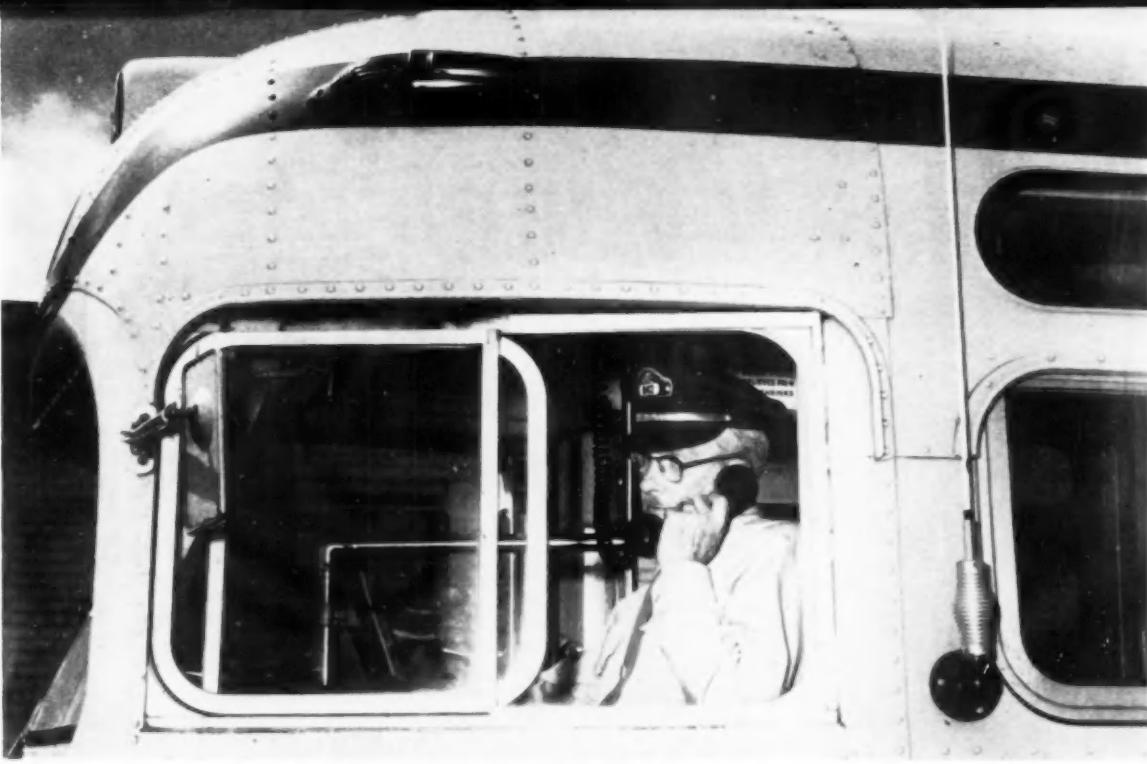
It's a first in the field
Only two other bus fleets are known to be in the act. United Transit, Providence, R. I., working with RCA, plans to use it on each of the property's 66 routes. Also two-radio equipped are nine supervisor cars and two tow trucks.

Cleveland (Ohio) Transit has been testing two-way radio on six buses for over a year, has not yet made a decision to go ahead and convert its entire fleet.

Advantages of two-way radio in transit bus operation are pretty well summarized in the 10 reasons (see list) Rochester gives for making its purchase.

The property began a test project a year ago August. At that time, 25 coaches were equipped with two-way radio. All were assigned to one route. Says Rochester President William A. Lang, this provides the best means to evaluate what the equipment will do.

Buses have small loudspeakers When dispatcher wants to contact any or all buses, the driver hears him immediately. Driver then picks up a regular telephone-type handset to answer.



Antenna is mounted near driver's seat. This avoids extensive wiring, keeps all radio equipment together. Sets have built-in test points to eliminate removal for service

Two-Way Radio

better service with fewer buses

Instructions are then relayed to the driver through the handset. This eliminates distracting other drivers with a message for a particular one. When driver wants to contact the dispatcher, he does it entirely through the handset.

Equipment fits in a drawer-style mounting. Included are receiver, transmitter and power supply. Operating controls are dash-mounted, and handset mounts on left side above driver's window.

Equipment has transistorized power supply for low current consumption. Test points are provided for all receiver, transmitter and power supply circuits.



Superintendent of Communications, Claude E. Feely, turns on headquarters transmitter of new two-way radio system

best on any basis . . .

HEIN-WERNER "GG" 4-TON HYDRAULIC SERVICE JACK

\$199.65

suggested
dealer price



rapid automatic speed pump
makes faster load contact--
saves time and lifting effort

Hein-Werner's 4-ton "GG" is a powerful, dependable service jack that handles any vehicle in your shop, from a passenger car right up to a medium heavy truck. The long, sleek chassis is extra sturdy; easier to maneuver. Rapid automatic speed pump with pivoting hydraulic unit responds instantly for fast, dependable lifting from 4" to 24". Large white swivel saddle permits easy spotting under load. Full 90° stroke handle. Positive action release valve. Proven Hein-Werner "Quality First" performance.

power-packed for big loads . . .

HEIN-WERNER "X" 10-TON HYDRAULIC SERVICE JACK

\$310.00

suggested
dealer price



safely lifts heavy-duty trucks, trailers and buses

Features include: overload valves and rugged steel construction for maximum safety and stability; roller bearing wheels and ball bearing casters for easy maneuvering and dollying; long, low design; three position handle plus foot pump to speed contact; requires less handle effort.

Keep your shop up-to-date with Hein-Werner. Remember, Hein-Werner manufactures and sells more hydraulic jacks than any other company in

the world. See your Hein-Werner jobber for full details, or write us. Ask about purchasing on easy time payments.

Hein-Werner
CORPORATION
WAUKESHA WISCONSIN

The complete Hein-Werner line includes: The famous "55" and "Screwball" . . . Under-Axle Jacks of 1½ to 100 ton capacity . . . "Bumper-Lift" and Ratchet Jacks for passenger cars . . . Service Jacks for shop use . . . Transmission Jacks . . . Adjustable Car Stands . . . "Push and Pull" and "Pushmaster" jacks for body, fender and frame repair work.

There They Go . . .

Continued from Page 87

when the final report is made. Truck opponents can be counted on to try to make something out of the damage to the experimental unreinforced sections.) Slabs will rest on subbase thicknesses ranging from 0 to 9 in.

On asphalt test

lanes, surface thickness ranges from 1 to 6 in. Subbase of sand and gravel goes from 0 to 16 in. with crushed stone base from 0 to 9 in.

On Loops D and C, there'll also be 16 bridge spans. Each is 50 ft long. Eight have steel beams, four have conventional reinforced concrete, four are of pre-stressed concrete. All have reinforced concrete surface.

Basic idea in using

the varying thickness of surface, subbase and base is to measure how fast a road wears out as vehicle weight increases. Theory is that from this data, highway administrators can figure out . . .

1. How much basic road there need be, the cost of which would be equally divided among all highway users.

2. How much would have to be added for the road to stand up under increasing truck weights, the cost of which would be apportioned in increasing increments among truck operators, with heavier trucks paying the greater amount.

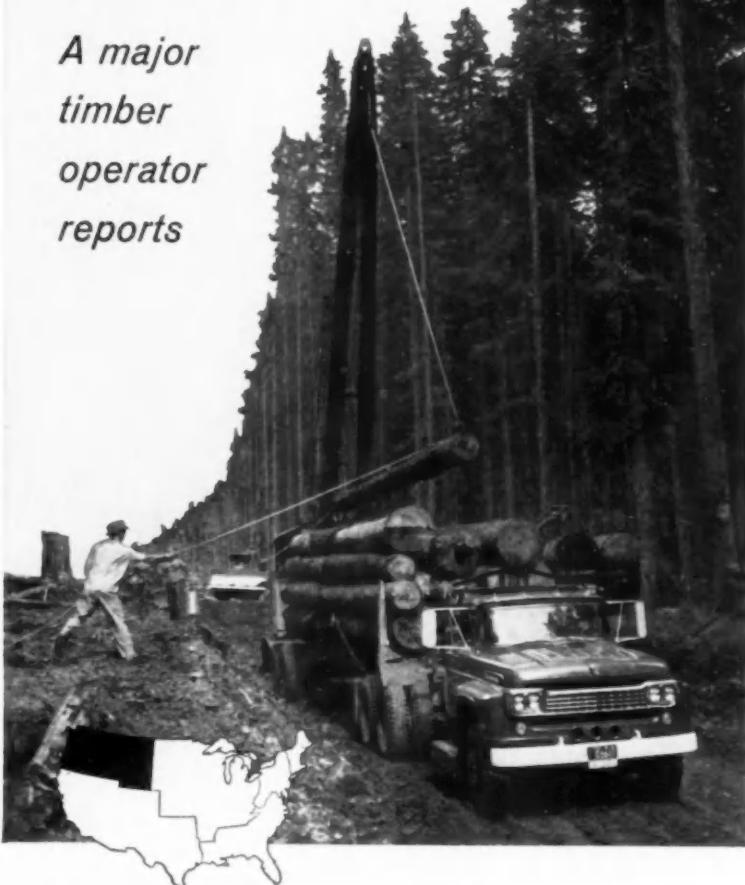
(TURN TO PAGE 123, PLEASE)



COMMERCIAL CAR JOURNAL, October, 1958

FROM THE NORTHWEST

*A major
timber
operator
reports*



Steve Wilson's company hauls logs from mountainous Oregon timber stands—over crude roads with grades up to 18%.

Mr. Wilson has 43 Ford trucks and tractors that haul nearly 300,000 board feet of logs and rough lumber a day.

"I can't think of a tougher job for a truck than my operation," says Steve Wilson. "I need trucks that can take pun-

ishment and stay on the job. If a load of logs isn't delivered on schedule, I can lose plenty."

The tractor in the picture is a 1958 Ford T-850.

It is powered by a 534-cubic inch V-8 engine. Rear axle ratio is 6.69 to 1, wheelbase is 192 inches. It is equipped with a 5-speed main transmission and a 4-speed auxiliary, and grosses 72-76,000 pounds.

"Diesels used to walk right around us, but today it's just the opposite. This big Ford climbs a 10% grade loaded at 11 miles an hour, compared to 6 mph for our previous truck."

S. O. Wilson

President
Steve Wilson Company



Re-grinding spoiled one of these pressure plates

**It will cause the clutch to fail
before 25,000 miles; the
other will go 100,000!**

The 100,000-mile plate meets Lipe factory standards for trueness and thickness. All plates that do not meet these standards are scrapped by Lipe.

The 25,000-mile plate was reground by a field rebuilder. Because he lacked the engineering knowledge and precision equipment, it will fail before one-quarter of normal life expectancy.

Plates too thin to absorb heat generated by normal clutch operation will

warp, dish, slip and check. At the same time, other clutch and drive-line components may be damaged, too.

For Full Clutch Mileage . . . Go to Lipe!

You get full performance, full dependability, full mileage in a Lipe Guaranteed Clutch. You get a clutch that is in perfect balance . . . eliminating vibration forces destructive to engine and drive-line components.

All Parts in All Lipe Clutches Must Conform to Highest Material and Precision Standards

From our experience in supplying clutches to 54 makers of heavy duty equipment comes the know-how that

goes into the manufacture of the Lipe Guaranteed Clutch. That is why we can unconditionally guarantee our product to be unequalled by field rebuilders.



Look for this Factory Seal
when you take delivery on a
Lipe Guaranteed Clutch for
replacement service. It is your
assurance of long, trouble-free
life and big long-run savings!

**SEND FOR OUR FREE
"Clutch Facts" Booklet**

Tells you how to get more
life from your heavy duty
clutches, and what to look
for when replacing them



Lipe - ROLLWAY
CORPORATION
SYRACUSE 1, N.Y.



There They Go . . .

Continued from Page 121

In theory, this is fine. Critics warn, however, that so far there's no general agreement on what constitutes a basic road — including surface, subbase and base—that will withstand the effects of weather. And, as former Bureau of Public Roads Commissioner Thomas MacDonald said, "The roads are more destroyed really by climatic and soil conditions than they are by any use that is made of them."

Dept. of Defense will supply military personnel for drivers for the tests, will collect data on human reaction to driving strain. It's also interested in the bridges. Tanks and other military vehicles will be run over them to see what changes are needed in military bridge and vehicle design.

When weather tests are finished on Loop F, Dept. of Defense has some special vehicles it wants to check-out on the two lanes. Also, the Department and the tire makers are keeping an eye on tire sizes and tire pressures.

END

Please Resume Reading Page 88

Fram Mobile Lab

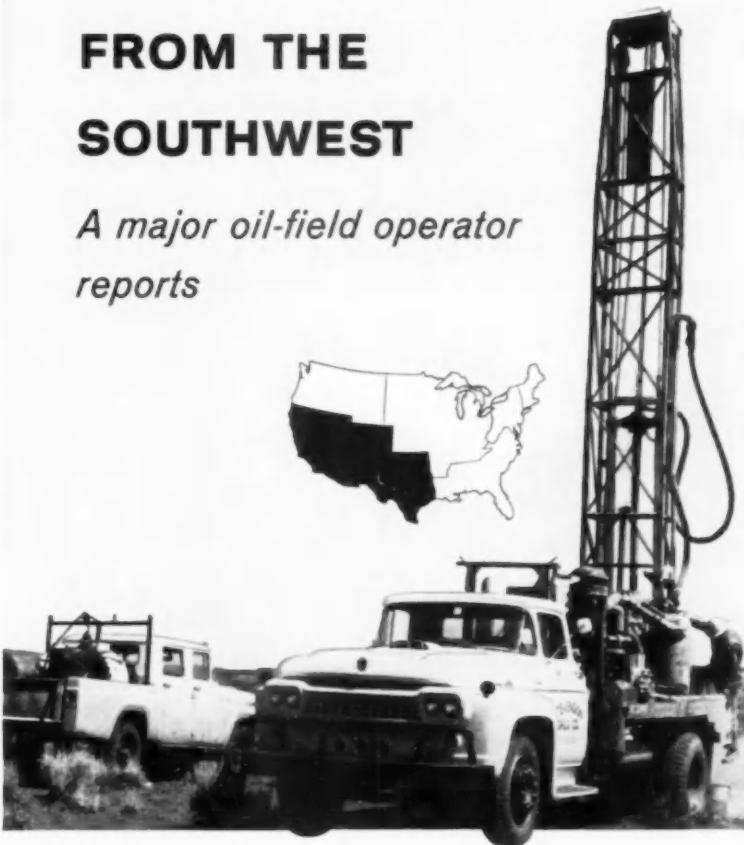


This new mobile laboratory will help Fram Field Engineers in acquainting dealers and maintenance personnel with oil filtering systems. Mounted in the rear of a new Ford station wagon, the lab contains different type filters found on cars and trucks today.

COMMERCIAL CAR JOURNAL, October, 1958

FROM THE SOUTHWEST

*A major oil-field operator
reports*



This '58 Ford F-850 runs all day . . . but hardly moves at all.

It belongs to the Stevenson Drilling Company of Houston, Texas. The truck goes only a few miles a day but its V-8 engine runs all day long—powering (transmission PTO) a drill that's searching for oil. The combination air-water drill makes 100-ft. deep "shot holes." The oil company geophysicists detonate dynamite in these holes for seismograph recordings that reveal the location of new oil deposits.

"We are really impressed

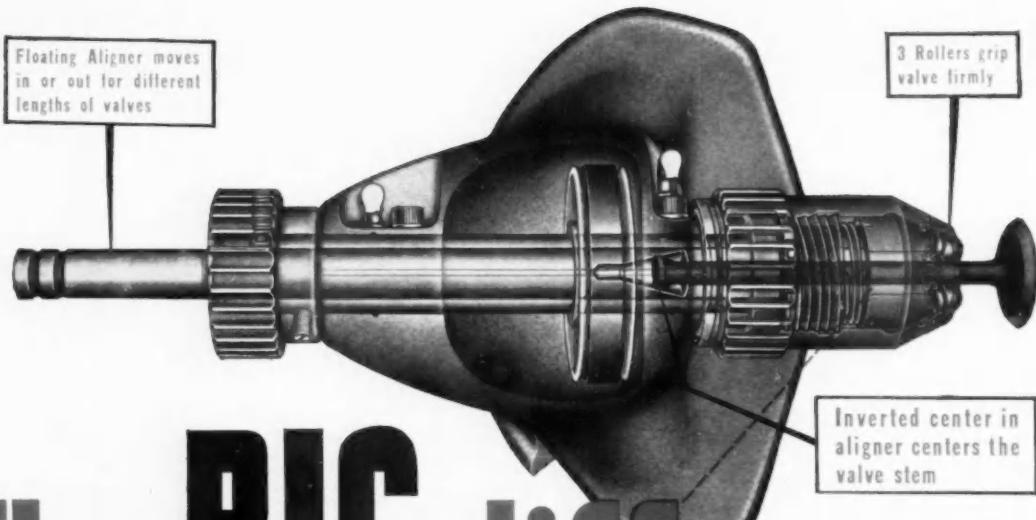
with the way these new Ford Super Duty V-8's are engineered," says W. M. Stevenson. "We normally drill on propane, through a truck's carburetor throat, but the fuel costs of our Super Duty V-8 turned out to be so reasonable that we didn't need to switch."

The Super Duty V-8 power plant in the Stevenson Company's F-850 displaces 401 cubic inches. It has a 5-speed transmission and a two-speed rear axle ratio of 6.56/8.87 to 1. Wheelbase is 175 inches, gross weight 23,000 lb.

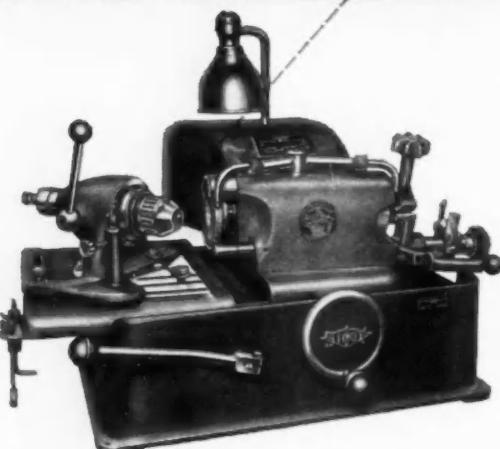
"We have used Fords since 1946. We like the availability of Ford replacement parts, their low cost and the excellent Ford service. I plan on buying Ford trucks 100% in the future."

W. M. Stevenson

President
Stevenson Drilling Company



The BIG difference is in the QUICK-ACTING **ROLLER CHUCK!**



IF you had to choose one feature making the largest contribution to the speed and accuracy of the Sioux Valve Face Grinding Machine it probably would be the quick-acting, easily

cleaned, roller chuck. The inverted center floating aligner holds the valve accurately in the position in which it operates in the engine while valves are ground to within .001". It's fast, easy and accurate.

But as in all fine machinery, there is precision in a multitude of details. Belts absorb vibration . . . a cast iron base provides rigidity and weight . . . way bars are precision made, hardened and ground to close limits, and wet grinding eliminates heat and distortion.

For over 25 years men who have to lay down their hard earned money have been comparing and choosing the machine they liked best. The results are that today there are more SIOUX Valve Face Grinding Machines in use than all others combined. Buy Sioux and you buy the finest.



ALBERTSON & CO., INC.
SIOUX CITY, IOWA, U.S.A.

NEW AIR IMPACT WRENCHES • NEW AIR SCREWDRIVERS • NEW "PELICAN" NUT ACCUMULATORS
• ELECTRIC IMPACT WRENCHES • DRILLS • GRINDERS • SANDERS • POLISHERS • VALVE FACE
GRINDING MACHINES • SCREWDRIVERS • PORTABLE SAWS • FLEXIBLE SHAFTS • ABRASIVE DISCS



Solderless terminal catalog describes the Vaco line of terminals, crimping tools and kits. Shown are all types of terminals—ring tongue, spade tongue flag and hook type, snap terminals, and butt connectors. Ask for Catalog No. T-70. Write to Vaco Products Co., 317 E. Ontario St., Chicago 11, Ill.

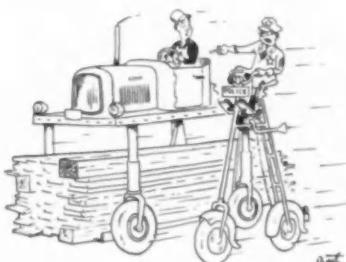
Air-power drills, screwdrivers and nut setters are described in five new bulletins from Gardner-Denver. All are air powered, compact and lightweight. Fleet operators can write the company at Quincy, Ill., for free bulletins on the tools listed above.

A lightweight aluminum refrigeration compressor is described in a recently published catalog. Described is the Model No. C-563 compressor which has a five-ton capacity and weighs 87 lb. Reefer equipment operators should write on their fleet's letterhead to Trane, La Crosse, Wis. Request Catalog No. DS-361A.

"The Truth About Tubeless Tire Repair" is a 10-panel folder showing how to locate hard-to-find tubeless tire leaks. Shown also is a four-step method for correctly repairing tubeless tire leaks and punctures. For copies, write the H. B. Egan Mfg. Co., P. O. Box 1406, Muskogee, Okla.

Body hardware is described in a new catalog from Binkley Mfg. Co. Included are various types of hinges, slam locks, cam-type door locks, door holders and stake rack connectors. The items are made for both truck and trailer bodies. For a free copy, write to the Binkley Mfg. Co., Warrenton, Mo.

(TURN TO PAGE 127, PLEASE)



COMMERCIAL CAR JOURNAL, October, 1958

FROM THE CENTRAL STATES

*A cement
hauler reports*



Carl Harrison, Inc., is a limited common carrier of bulk cement operating out of Dearborn, Michigan. The Ford F-1100 shown above is the biggest of the firm's six Ford trucks.

This F-1100 grosses 98-100,000 lb. pulling doubles. Payload is 64,000 lb. (170 barrels of cement). Company President Carl Harrison makes the point that the low curb weight of Ford trucks allows him to carry bigger payloads. "The curb weight of this Ford

tractor is almost half a ton less than another make we have used on this job."

Carl Harrison's shrewd appreciation of efficient, economical equipment is further evidenced by the fact that his bulk cement semi-trailers are custom-built to his own design.

Additional specifications of this F-1100: 534-cu. in. Super Duty V-8, 5-speed transmission, 2-speed rear axle, 144-in. wheelbase.

"And as far as power is concerned, this big Ford has really got it. She saves time on every trip, time that means money to us."

Carl Harrison

President
Carl Harrison, Inc.

makes handling any transmission just a one-man operation

**Specially designed for
removing and replacing**

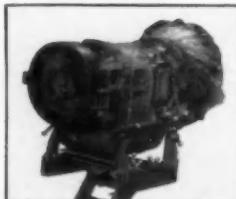
- ★ **Truck Transmissions**
- ★ **Torque Converters**
- ★ **Truck Differentials**
- ★ **Passenger Car
Transmissions**



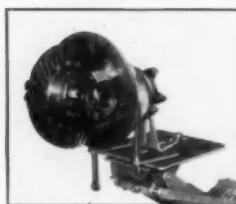
WEAVER **HYDRAULIC TRANSMISSION JACK**

You can save time and money with this *one-man* operated transmission jack. The Model WA-87 (capacity 2,000 lbs.) is ideal for removing and replacing truck transmissions, torque converters, truck differentials and passenger car transmissions. Low silhouette, high lift and large caster wheels make the WA-87 particularly useful for shops not using hydraulic lifts for transmission removal.

This is not a mechanical jack but is HYDRAULIC jack powered by a Weaver 8 ton Hydraulic Power Unit. The WA-87 has a saddle side tilt of 11° each way. Saddle front tilt is 22° and backward tilt is 14°. Jack is regularly furnished with standard adapter to handle truck transmissions and torque converters. Special adapter available for truck differentials and passenger car automatic transmissions. For complete details write for Bulletin CCJ-830.



Illustrated at left is a heavy truck transmission supported on adjustable bolts in moveable adapter brackets. Transmission is held securely by two strong chains fastened to adapter brackets. This adapter is furnished with the WA-87 Jack.



Shown at left is a heavy truck differential supported on the removable Truck Differential adapter. This adapter (WA-88) simplifies removing and replacing heavy truck differentials and is available on special order.

WEAVER

SERVICE SHOP EQUIPMENT

Complete line includes: Twin Post Lifts . . . Triple Post Lifts . . . Single Post Roll-On, Free-Wheel and Frame Type Lifts . . . Unit Lifts . . . Bumper Lift . . . Car Washers . . . Wheel Alignment Equipment . . . Headlight Testers . . . Brake Testers . . . Wheel Balancing Equipment . . . Jacks . . . Wheel Dollies . . . Air Compressors.

Mfrs. Literature

Continued from Page 127

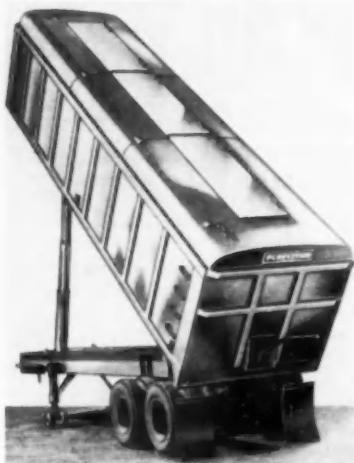
Freight carts with removable and replaceable hardwood decks are described in a new circular from Lewis-Shepard. It contains full details on the FloorMaster freight carts available for manual or dragline use. Ask for Circular 29-E from Lewis-Shepard Products, Inc., Dept. R8-20, 125 Walnut St., Watertown 72, Mass.

Hydraulic shop press manual shows the OTC line of presses. Fully illustrated are presses from the 17½ ton bench size to the 100 ton units. Free copies are available from the Owatonna Tool Co., Owatonna, Minn. Ask for Bulletin No. SP8.

Terminal catalog contains the complete line of Lynn solderless terminals, connectors and adapters. Shown are eight new quick-connect terminals. All models are shown in actual size illustrations. Ask for Catalog No. T-70 from Vaco Products Co., 317 E. Ontario St., Chicago 11, Ill.

(THRN TO PAGE 131, PLEASE)

Water Tight Grain Trailer



This special-purpose trailer dump body was built by the Perfection Steel Body Co., Galion, Ohio. Used to haul malting grains for an eastern brewery, the body is of all-welded construction and is water tight. Grain is loaded through three water-tight hatches, and is discharged from a built-in hatch at the rear. Capacity is 1330 cu ft or 41,600 lb. The Perfection telescopic hoist has a stroke of 220 in. and is front-mounted.

FROM THE MIDDLE ATLANTIC STATES

A dump truck operator reports



"I operate all over New York State," says owner-operator Wendell Wilbur, "and loaded or empty my Ford can beat any dump on the job."

Mr. Wilbur's big 1958 Ford T-850 has a 10-cu. yd. dump body, is powered by a 477-cubic inch V-8, grosses 50,000 lb. It is equipped with 5-speed main transmission, 3-speed auxiliary, and has a 156-inch wheelbase.

"I'm in this truck all day long," says Mr. Wilbur, "and

it's the smoothest riding ten-wheeler I've ever driven. And talk about handling!—with power steering my rig handles easier than a lot of pickups.

"This Ford's curb weight is almost 4,000 pounds less than other comparable trucks. That means more money-making payload for me."

Mr. Wilbur has been a truck user for more than twenty-five years, and he's been a Ford user just as long.

"My Ford T-850 has real power—on the hills I can pull away from any truck around—I even leave big diesels behind."

Wendell Wilbur
Owner-Operator
Ellenville, N.Y.



The Greatest Advancement in Commercial Vehicle Brakes in 30 Years!

After years of research and development Rockwell-Standard will soon offer to the trucking industry the new Stopmaster brake, representing the most advanced brake design to be made available in three decades.

The Stopmaster has been proven by thousands of miles of rugged, demanding road trials . . . and by long hours of testing by trained technicians using the extensive laboratory facilities of the Rockwell-Standard Brake Division.

The many outstanding features of the Stopmaster brake make this design the answer to the industry's long-standing need for an improved, higher performance, more dependable brake.

**COMING SOON—
FROM THE LEADER
IN MODERN BRAKE DESIGN...**

**HERE ARE ONLY SOME OF THE ADVANTAGES
THE NEW STOPMASTER BRAKE WILL OFFER YOU!**

- **COOLER OPERATING** — For extended brake life and durability.
- **LIGHTER WEIGHT** — For greater vehicle payload capacity.
- **LONGER DRUM LIFE** — For more dependability — lower maintenance costs.
- **LESS BRAKE FADE** — For safer . . . continuous operation.
- **LONGER LINER LIFE** — For lower operating costs — less maintenance.
- **GREATER INTERCHANGEABILITY** — Maximum number of common components for smaller parts inventory.

© 1958, R-S Corp.

Another Product of...

ROCKWELL-STANDARD
CORPORATION

BRAKE DIVISION Ashtabula, Ohio



For every industrial, agricultural or automotive application where braking is required!

Mfrs. Literature

Continued from Page 129

Steam cleaner service directory contains the 175 authorized service centers for Malsbary steam cleaning equipment. Copies can be obtained by writing the Malsbary Mfg. Co., 845 92nd Ave., Oakland 3, Cal. Say you saw it in CCJ.

Gasket catalog titled "1958 Quick Reference Gasket Catalog" contains all late model listings. Ask for Catalog No. 277 from the Felt Products Mfg. Co., 7450 N. McCormick Blvd., Chicago 80, Ill.

Hand Tool catalog shows the full line of Snap-on tools including engine analyzer, tune-up meter, wheel aligners and balancers and other tools. The 112-page catalog is well illustrated and completely indexed. For a free copy write Snap-on Tools Corp., 8028 28th Ave., Kenosha, Wis.

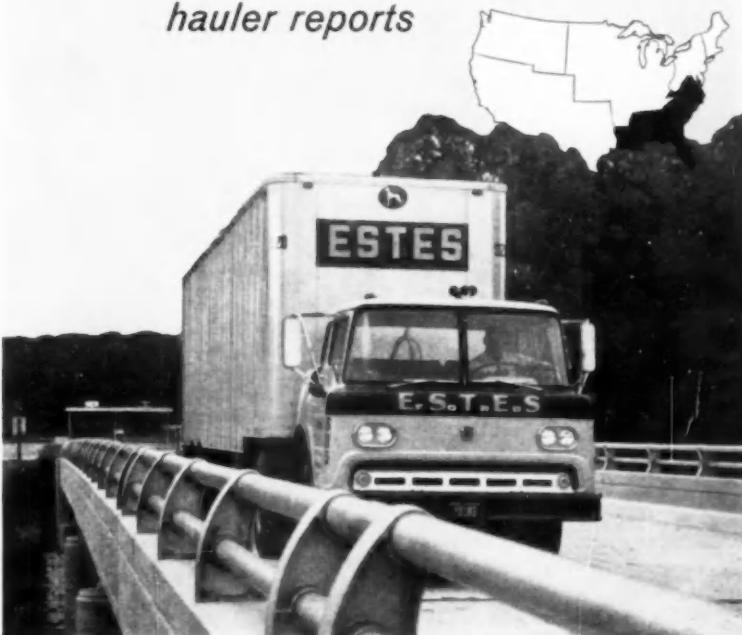
Aluminum dump bodies are shown in a new illustrated bulletin. Shown are Penn Body's new Model 12 and Morgantown-type bodies. All models have telescopic hoists. Body capacities range from 8 to 40 cu yd. Write to Penn Body Div., Hockensmith Corp., Penn, Pa.

Lighting and safety equipment are described and illustrated in a new catalog from Dietz Co. Shown are turn signal, mirrors, stop lights, clearance and marker lights and flare kits and extinguishers. Ask for Catalog No. 56 from Automotive Lighting Division, R. E. Dietz Co., 225 Wilkinson St., Syracuse 1, N. Y.



FROM THE SOUTHEAST

An over-the-road hauler reports



Estes Express Lines, of Richmond, Va., owns a 1958 Ford C-1000 Extra Heavy Duty Tilt Cab model. This rig is on the job 20 hours a day, piling up ten thousand miles a month.

Robey W. Estes, Vice President and General Manager, calls the performance he's getting from his new Ford Tilt "outstanding."

"The economy of Ford's 477-cubic inch V-8 compares very well with the 450-cubic inch sixes in our fleet," he adds. "The Ford performs better and

doesn't use any more gas. We get over 5 miles per gallon, which is pretty good for our gross and our kind of hauling. The Ford also has a lot more power and speed. As one of the drivers told me—that Ford gets down the road mighty easy."

Estes Express's big Ford is a 1958 C-1000 tractor, with a 477-cubic inch V-8 engine. It has a 99-inch wheelbase, a five-speed transmission and a two-speed rear axle ratio of 6.14/8.36 to 1. Gross weight runs from 52 to 56,800 lb.

"Ford's Tilt Cab design gives us as much as 1800 pounds more payload than we could get with a conventional tractor. Drivers prefer the Tilt because of its comfort and maneuverability."

Robey W. Estes
Vice President and General Manager
Estes Express Lines



Whatever the job . . . wherever you do it!

There's more to look for in Ford's extra heavies for '59

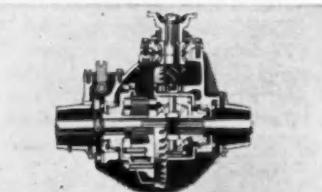
Ford Extra Heavies have proved themselves on every kind of job—you can count on them for *dependability* and *durability*. And in '59, you get high performance at low Ford prices for brand-new reasons! New faster rear axle ratios, new higher capacity axles, and other important options make big-truck operation still thriftier in '59 when you go *Ford-ward*. Send coupon for full information!



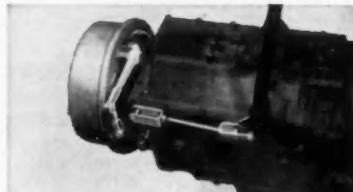
NEW Tractor Equipment Package provides complete trailer air brake and electrical connections, meets I.C.C. requirements.



NEW Ford Tilt Cab Tandems are available with three tandem-axle capacities: 28, 34, and 38,000 lb. Front axles to 15,000 lb.



NEW Faster Axle Ratios team up with Super Duty V-8's for greater gas economy and reduced engine wear. For example, 5.43/7.39 to 1 available in 1100 Series.



NEW 2-Shoe Brake (parking) is standard for '59 on all Ford Extra Heavies. Has 50% greater stopping and holding power, requires 50% less effort to operate.



Every Ford has
SAFETY GLASS
in every window

Tilt Cab Tandem Ford C-950 (above) has hydraulic loader with push-button remote control.

Go *FORD-WARD* for savings **FORD TRUCKS**



FREE—COMPLETE FACTS ON NEW EXTRA HEAVY DUTY TRUCKS

Check Choice of Booklets and Return to:

FORD Division of FORD MOTOR COMPANY
P.O. Box 658, Dearborn, Michigan

Extra Heavy Duty Conventional and Tilt Cab Trucks

Up to 36,000-lb. GVW, 65,000-lb. GCW

Tandem Axle Models

Up to 51,000-lb. GVW, 75,000-lb. GCW

Name _____

Address _____

City _____ State _____

BRAND-NEW TILT CAB TANDEM FORDS for '59 combine the easier, more economical maintenance of tilts with high tandem-axle load capacities. Tilt design also permits higher front axle loads, longer body on given wheelbase. C-950 Tandem, above, operated by Fair-

lawn Supply and Concrete, Akron, has 15,000-lb. front axle, 34,000-lb. rear. Carries up to 6,500 brick, compared to 5,000 on a conventional tandem. Has 401-cu. in. V-8, 5-spd. main transmission, 3-spd. auxiliary, 201-in. wb. GCW (with pup trailer) 72,000 lb.

COST LESS ...less to own...less to run...last longer, too!

WHY DRIVE CABLE TO THE VERY LAST MILE?



REPLACE WITH LONG-LIFE PACKARD CABLE NOW

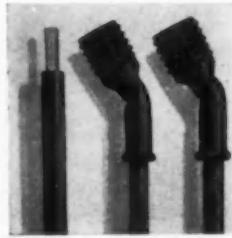
When old cable takes a vehicle only half-way to its destination, it can cost plenty. It's cheaper to make a habit of replacing doubtful wiring immediately. That's why many fleet owners make sure their servicemen won't hesitate to retire questionable wiring in favor of new Packard Cable.

Why Packard Cable? Because you can depend on it to give you more miles of service at less cost per mile. Packard is the choice of the big majority of the winners of transportation maintenance

awards year after year. You get *original equipment* quality and performance—Packard Cable is factory-installed on more cars, trucks and buses than all other makes combined. And many of these cables are exclusive products, originated and manufactured only by Packard Electric.

Postponing cable replacement can be costly. Don't wait. The complete Packard line—packaged and labeled for easy handling and identification—is your dependable first choice and is available everywhere through the United Motors System.

There's a Packard Cable for every fleet need



T.V.R.S. CABLE

This exclusive Packard ignition cable suppresses radio-TV interference. It is original equipment on millions of vehicles.



"440" IGNITION CABLE



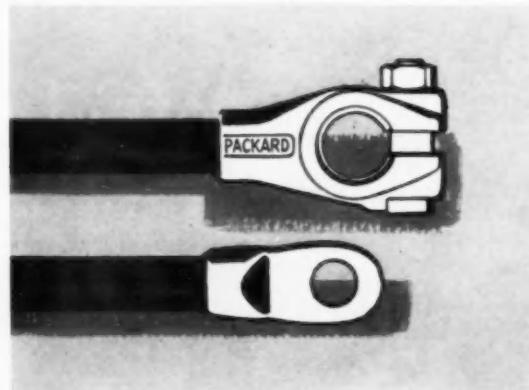
ENGINE COMPARTMENT CABLE

An exclusive Packard low-tension cable that is compact, flexible and has a high-heat insulation that even steam cleaning cannot harm.



SUPER DUTY CABLE

Designed for exposed conditions, with a special tough plastic insulation that stands up to weather, wear, knocks.



SPECIALLY DESIGNED PACKARD BATTERY CABLES DELIVER FULL POWER

Packard extends its full-gauge copper conductor into the cadmium-plated copper "Korelug," then attaches it with 50 tons of pressure to make the lug an integral part of the cable, able to deliver every bit of power to the starter. A lead alloy terminal and extra tough insulation ward off acid, oil and corrosion to protect this peak performance. And throughout its long dependable life, a Packard Battery Cable is always easy to attach or remove—with its thread shield, thick nut, steel insert and raised shoulders.

Packard | **Electric**

Warren, Ohio



GENERAL MOTORS

"Live Wire" division of General Motors

Chevrolet Improves Engines in '59

Continued from Page 88

Also new for
all 283-cu in. V-8's is a rear main bearing seal of molded rubber reinforced with a steel ring. Rubber is specially formulated to resist dry heat and oil at high temperatures. In addition, replacement is easier, since engine does not have to be

pulled for insertion of top half of seal.

Heavy-duty 283-cu in. V-8's have heavier, solid-slipper skirt pistons. Dome thickness is increased to 0.480 in. for greater strength and improved heat transfer from piston top to cylinder walls. Top, second,

and bottom lands also are heavier to afford greater protection to rings from high piston dome temperatures.

Solid-slipper skirt

design increases rigidity at pin bosses. A cast-in steel belt controls thermal expansion, and a steel insert on the topside of the upper compression ring is said to add to piston life, give more effective ring performance.



V-8 truck engines with vacuum spinner governors have stainless steel distributor point spring instead of high-carbon type formerly used. This prevents corrosion from lack of ventilation in distributor cap.

Valves in the

348-cu in. V-8 heavy-duty truck engine have 0.125-in. smaller, fully-aluminized heads. Also they are 0.050 in. shorter and recessed 0.050 in. into the head to eliminate possible piston interference. Aluminizing retards build-up of combustion deposits which contribute to pre-ignition.



Valve faces also are aluminized for longer life. Solid exhaust valve stems of high hot-strength 24-N material are new this year to reduce valve guide wear and give smoother running valve train. Chrome plating of stems, introduced in mid-1958, is continued.

Higher capacity

generators are available for all models as optional equipment. In
(TURN TO PAGE 142, PLEASE)

ALL-NEW FROM STEWART-WARNER...

MODEL 240-A

**electric
fuel pump**

- for cars, trucks and all gasoline engines
- Models with single or dual pumps

FOR INSTANT STARTS... AND CONSTANT, POSITIVE FUEL FLOW BOTH WINTER AND SUMMER!

Highest delivery rate! Up to 60 gallons per hour, with oversize piston, coil and power spring.

Adjustable pressure! Pump can be easily adjusted from 1 PSI up to 7½ PSI to give exact shut-off pressure required by any carburetor.

Built-in automatic pressure regulator! Prevents flooding and starving. Maintains desired pressure at carburetor ... gives smooth, steady fuel supply ... eliminates surging.

Built-in fuel filter! Extra-large reservoir and oversize filter element.

Easy wiring and installation! Battery can be either positive or negative ground.

Serviceable in field! Routine maintenance — even complete overhaul — can be done by your own service personnel.

Minimum inventory! Just two models — 6-volt and 12-volt.

See your wholesale supplier for details!



INSTRUMENT DIVISION
STEWART-WARNER
CORPORATION

1840 Diversey Parkway
Chicago 14, Illinois



Real live-wire fleet

Fleet, agile and thrifty . . . Volkswagen Pick-up Trucks. Gas economy, low operating costs, and dependability are outstanding. The bigger your fleet, the more you save. The Pick-up Truck features a 45 sq. ft. floor area, plus a 20 sq. ft. weather-tight, lockable compartment underneath. Sides and tailgate are hinged and drop down for loading at loading platform level. Bows and tarpaulins are optional.

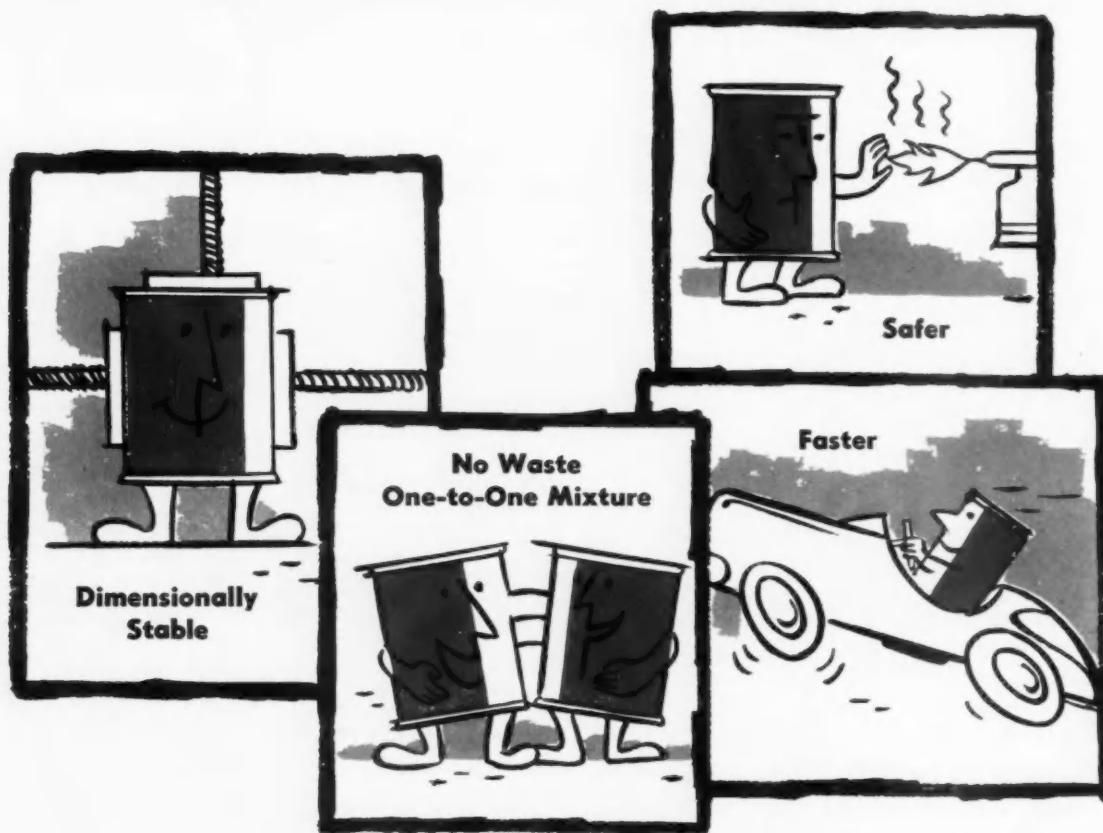
The economy and dependability of Volkswagen performance are backed up by the  service organization. Every mechanic is kept up-to-date through a continuous factory service training program. Speed in servicing is assured by immediate availability of Genuine  Spare Parts through 370 completely-equipped service centers covering all 49 states.

Ask your Volkswagen dealer to show you operating costs for a Pick-up Truck, Panel Delivery, or Kombi Station Wagon. He will prove that Volkswagen savings add up mile by mile and year by year.



VOLKSWAGEN

VOLKSWAGEN DELIVERS THE GOODS...FOR LESS!



REN PLASTIC SOLDERS

TOOL MAKERS EPOXY PLASTIC NOW FORMULATED FOR AUTO BODY REPAIR SHOPS

Ever wondered what competition is doing . . . wondered if they're keeping up with the latest developments and profitably absorbing them in their operations? Chances are competition has had its eyes open for dollar saving ideas. Ideas like using Ren Plastic Solders . . . the epoxy plastics . . . to save time, material and labor. They've discovered Ren Plastic Solders cost less, go farther and repair as well as lead solder. They know, too, Ren has a minimum of curing after set-up time and won't crack, check or bleed. That lack of shrinkage means a bond that really stays and takes costly "pop-off" out of their lives forever. Know its easy to work (three simple steps to the painting stage), has no odor, creates a minimum of dust and is absolutely safe. We could go on and on telling you why competition buys Ren Plastic Solders . . . but why not see for yourself. You'll be amazed at the savings Ren offers you.

Because auto body repair shops have two types of work problems . . . "rush" and "slow" jobs, Ren developed two solders to help control work load variation. Ren Superfast is the first and only fast epoxy body repair material on the market . . . it sets up in 4 minutes while the Deluxe sets up in 2 hours. Both work along with you.

SUPERFAST - DELUXE

REPAIRS

- Dents • Holes • Tears • Leaks
- in gas lines, oil lines, radiator
- water pipes, motor blocks, heads,
- gas tanks, vent pipes, transmission
- housings.

FILL AND REPAIR

- | | |
|-----------------|----------|
| • Rocker Panels | • Roofs |
| • Doors | • Trunks |
| • Fenders | • Hoods |

FOR FRENCHING, HOODING,
DE-CHROMING, CUSTOMIZING

ren PLASTICS, INC. • SPECIALISTS IN EPOXY COMPOUNDING
LANSING 9, MICH.



TYPE **CS** SMOOTH-PANEL

TYPE **CC** CORRUGATED



NEW Brown Corrugated and Smooth-Panel Cargo Vans

Designed to give maximum loading capacity

Brown pioneered the type of strong, lightweight aircraft construction used in the new CC Corrugated and CS Smooth-Panel Cargo Vans. As a result these Cargo Vans possess the lightest weight with relation to strength of any truck body you can buy. The light weight is the result of progressive engineering which makes use of new and stronger aluminum alloys and new ideas in design that slim down, yet strengthen the basic construction.

Panels are standardized for easy, economical repair in case of accident. They are attached to the aluminum side and roof stiffeners with cold driven rivets, an assembly which resists distortion and will not work loose. These bodies can be quickly mounted on

any modern chassis in just a few hours and are easily transferred from one chassis to another.

New inside dimensions give you a substantial increase in profitable loading space. Your choice of 88 $\frac{1}{8}$ " or 92 $\frac{1}{8}$ " clear inside width (with $\frac{3}{4}$ " plywood liner); inside lengths from 11'-11 $\frac{1}{4}$ " to 23'-11 $\frac{1}{4}$ "; and inside height of 74 $\frac{15}{16}$ " or 84 $\frac{15}{16}$ ", standard (with 1 $\frac{1}{16}$ " floor). (CX Exterior-Post Models have even greater capacity.)

Standard Cargo Van replacement parts, sales and service are readily available in over 100 major cities. Get complete details and prices on the new Series C Cargo Vans from your Brown Cargo Van Dealer—or write for FREE folder 89-CV.



Brown is a trademark of
Clark Equipment Company

BROWN TRAILER DIVISION
CLARK EQUIPMENT COMPANY ELGIN, ILLINOIS
BOX 275

S
OPS

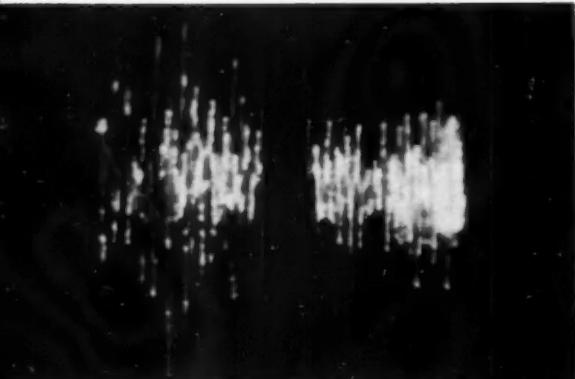
G

RAYON
CORD
TIRES

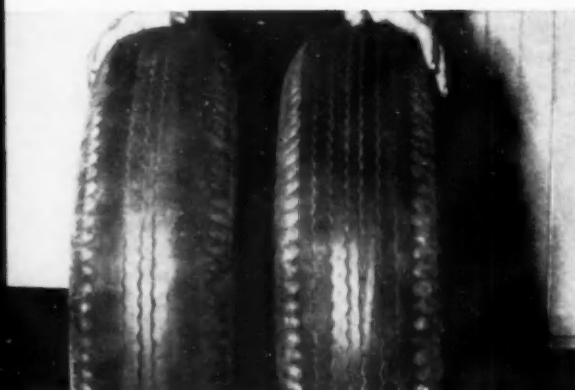
FIVE WAYS



S BEST BY TEST!



QUIETER RIDE... actual oscilloscope recordings prove rayon cord tires are up to 33 per cent quieter than nylon at normal operating speeds.



LONGER TREAD LIFE... test driven under similar conditions for same length of time, rayon tire (right) shows 26 per cent less tread wear than nylon tires.



GREATER BLOWOUT PROTECTION... rayon cord tires tested by smashing into six-inch granite curbstone at 60 mph, show no trace of cord rupture even under microscope examination.

No wonder new 1958
RAYON CORD TIRES
pay off for
COMMERCIAL MOTOR FREIGHT, INC.

A Major Midwest Carrier

1. **Quieter Ride**... Rayon Cord Tires ride up to 33 per cent quieter, reducing danger of driver fatigue.
2. **Retreadability**... comparative retreading tests prove Rayon tires give greater mileage per retread.
3. **Greater Heat Resistance**... new rayon tire cord is engineered to resist destructive heat build-up of modern highway speeds.
4. **Longer Tread Life**... controlled tests prove Rayon tires give up to 26 per cent longer tread life.
5. **More Stability**... no troublesome flat spotting or "morning thump" ... safer, easier steering control.

COMMERCIAL MOTOR FREIGHT, serving 575 communities in Ohio, Indiana, Kentucky, and West Virginia, has a fleet of 1300 vehicles rolling more than 17,000,000 miles each year. The company, now in its 41st year, carries 9000 individual shipments a day—all of them on rugged, reliable rayon cord tires.

SLIM GOODWIN, Supervisor of Tire Conservation at Commercial for 16 years, has this to say about new 1959 rayon cord tires: "All of our units roll on rayon cord tires. We find that they provide us with the most satisfactory performance and operate at the lowest cost per mile. Rayon cord tires don't grow or have objectionable flat-spotting. We also find that they give fine original mileage, plus additional economies when recapped."



**AMERICAN RAYON
INSTITUTE, INC.**

350 Fifth Avenue, New York 1, N. Y.

Chevrolet for '59

Continued from Page 136

addition to the standard 30- and optional 35-amp generators carried over from this year, new 40- and 50-amp options are offered for high output applications. The 45-amp generator is discontinued. New low-stretch V-belts on all drives are of high-strength rayon and dacron cord construction.

Other new features in the '59 Chevrolet trucks include . . .

- Rear brake shoes and linings on half-ton models widened to provide 167½ sq in. of braking surface, an increase of 10½.
- Load space on ¾-ton stake models measures 98 in. inside length, up seven from this year.
- Maximum GVW of the Sedan-delivery increased 800 lb to 4900 lb.
- New optional power train for 70 and 80 series trucks consists of

a 185-hp, 348-cu in. engine, heavier clutch, close ratio 5-speed or "Powermatic" transmission, and a 16,000-lb single rear axle or 30,000 lb tandem. GCW rating increased to 38,000 lb.



• Optional on heavy-duty models is a close-ratio 5-speed transmission.

• 5-speed conventional ratio transmissions are optional on 50 through 80 series trucks and standard on 90 and 100.

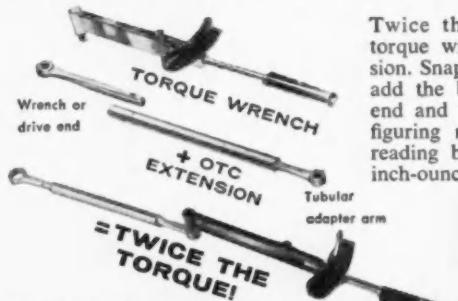
• "Powermatic" transmission offered as an option on all truck series from 50 up, except forward-control models.

• 15,000-lb rear axles have wider inner bearing races, induction hardened bearing seats, more efficient seals, closer-tolerance bolts and reamed holes for more precise alignment.

• In the 9000-lb front axle when used with full air brakes, air chamber and camshaft are mounted on a single bracket to absorb opposing forces between them. Design is said to provide better steering and braking control. Braking is further improved by reversing right and left hand brake flange plates. This repositions air chambers and camshafts so actuating-cam and drum rotation are in same direction.



Torque wrench capacity doubled with new OTC e-x-t-e-n-s-i-o-n-s



FULL LINE OF NEW OTC BOX-WRENCH and SQUARE-DRIVE ENDS

Wide selection of ends to fit OTC extensions: box wrenches from ¾ to 3½ inches; ¾, 1, 1½ inch ratchet square drives; ¾, 1, 1½ inch fixed square drives; 15° and double-offset box wrenches.

Twice the range from your OTC torque wrench with an OTC extension. Snap extension on wrench drive, add the box-wrench or ratchet-drive end and you're all set. No complex figuring needed — just multiply dial reading by 2 (either foot-pounds or inch-ounces).



See your OTC distributor or write

OWATONNA TOOL COMPANY

341 CEDAR STREET

OWATONNA, MINNESOTA

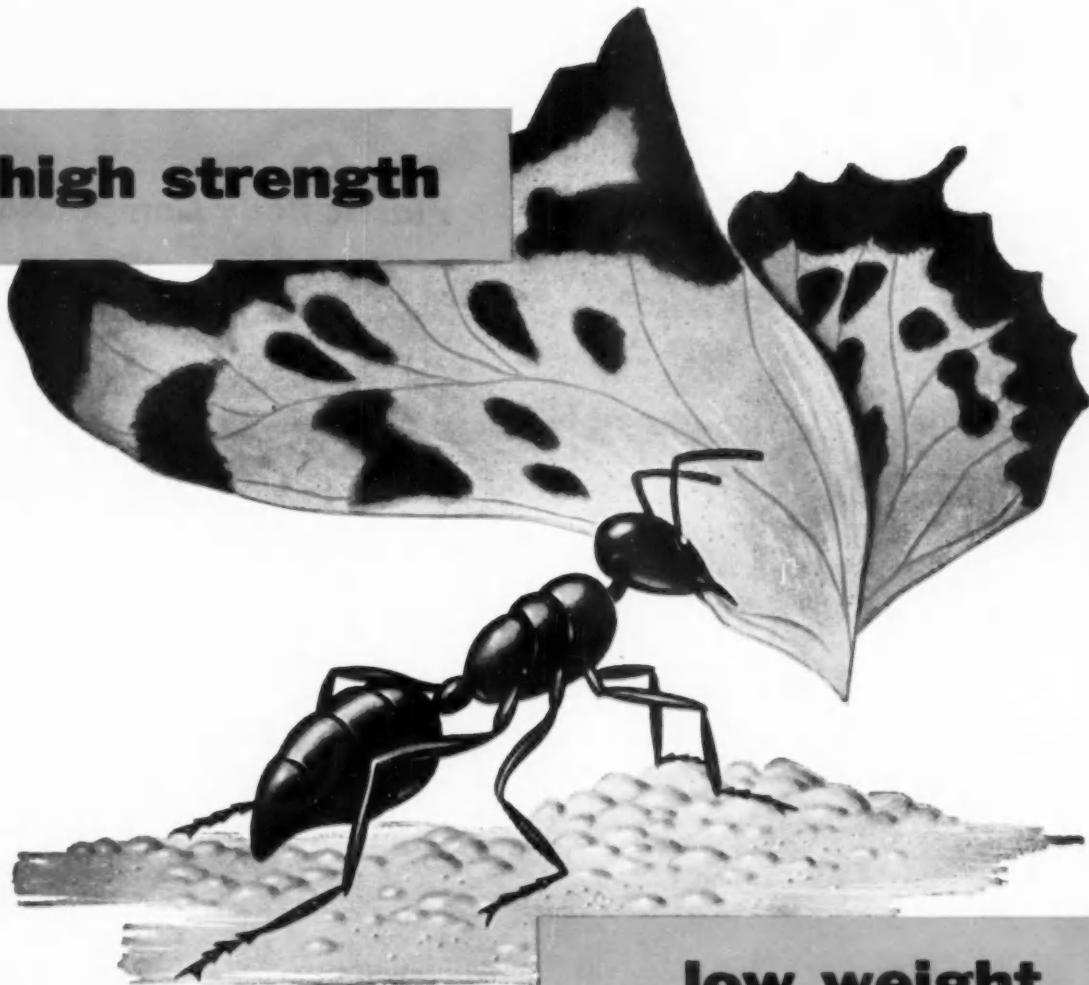


• Driveline changes include new propeller shaft bearing and cushion assemblies. New synthetic rubber seal, used in place of former felt type, is cupped outward to afford maximum protection from water, dust, and other abrasives harmful to the ball bearings.

END

Please Resume Reading Page 90

high strength



Of all working insects, the ant is stronger per unit of weight. And Parish Pressed Steel Division of Dana Corporation, a leading manufacturer of automotive chassis and frames, uses A. W. Dynalloy steel for the same reason . . . high strength—low weight.

There are other reasons, of course. A. W. Dynalloy is

- • • easy to weld
- • • easy to form
- • • resistant to corrosion

As with Parish Pressed Steel, A. W. Dynalloy can help you get more value per dollar spent for your product. Send for our A. W. Dynalloy booklet which gives complete information. Write Marketing Division, Dept. DY-E91.



A. W. DYNALLOY

ALAN WOOD STEEL COMPANY

steelmasters for more than a century and a quarter CONSHOHOCKEN, PA.

DISTRICT OFFICES AND REPRESENTATIVES: Philadelphia • New York • Los Angeles • Atlanta • Boston • Buffalo • Cincinnati • Cleveland • Detroit • Houston • Pittsburgh • Richmond • St. Paul • San Francisco • Seattle • Montreal & Toronto, Canada — A.C. Leslie & Co., Limited

DEPENDABILITY



**Use Genuine
White Parts for More Miles
and Years of
Low Cost Performance**

It's easy to get the correct size valves—but size alone does not insure dependability over high mileages.

Valve specifications must be accurate to ten-thousandths measurements . . . material must pass the most rigid tests . . . and design features must be the best.

It's the same way with all White replacement parts . . . Your best bet for high mileage efficiency and long life—Genuine White Parts.

THE WHITE MOTOR COMPANY
Cleveland 1, Ohio



...Always At Your Service

Plastic Body Compound

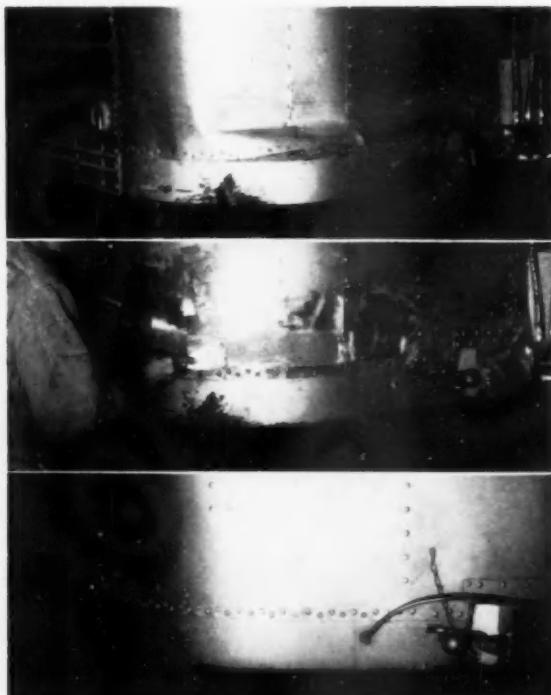
Cuts Cost on Reefer Repair

A LARGE PACIFIC COAST fleet recently was faced with what it thought would be an expensive trailer repair job. An accident had caved in the trailer bulkhead just above the floor line and popped out 32 rivets.

Since it was a reefer, the insulation would need protection against heat and sparks if arc welding was done. In addition, a lot of interior bulkhead work would be required.

The fleet decided to use a plastic body welding technique instead. All it required was pulling the exterior bulkhead down to its natural seam, tapping screws into the rivet holes and grinding a clean surface. After this, it was just a matter of filling the dent with a plastic compound.

No interior bulkhead work was required at all and, besides, no insulation protection was needed. The plastic body compound used in this case was Flex Bond, manufactured by Taylor & Art Plastics, Inc., Oakland, Cal.



what time is it by your stop-watch?

here's a suggestion for
economy minded truckers:

put a stop-watch on this

The average time consumed by the driver from the moment he steps from the cab, cranks up the landing gear, and back into the cab is about seven minutes.

and then on this

Without stepping from the cab, Driver Gil Runyon (Consolidated Paper Company, Monroe, Michigan) backs under the parked trailer, and, with cab controlled ease, applies power to the Cemco Trailer Jockey. Within *eleven seconds* he is pulling away, tractor and trailer, to a new location—nearby or across town.

So it is with hundreds of progressive truckers who have seen the light—Cemco-wise. Records of savings and efficiency are really eye-opening. That controlled hydraulic power (37,500 to 60,000 pounds upward heave at kingpin) can give a lift to your profit picture, too!

A note on your letterhead will bring you full details—prices. Or, phone us collect and we can discuss your needs.

stay competitive... GO CEMCO!



CEMCO
INDUSTRIES, INC.

Phone HOrward 2-0722—Galion, Ohio



"It is with pleasure that we forward this letter praising your Kelly truck tires.

"After a number of years of using your Kelly Nylon Dual Trac tires, we have experienced a reduced cost-per-mile of operation, because we have secured more original miles and more retreads. We find your Dual Trac does live up to its given name because our deliveries take us both on and off the highways."

J. T. Chambers

South East Ready-Mix Concrete Company, Magna, Utah



"We have used Kelly Tires for more than thirty years and they have always given us excellent service. We use Kellys on all our equipment from the smallest sizes for our passenger cars to the largest sizes for our heavy road equipment. At certain intervals we've tried other makes of tires for test purposes but have always switched back to Kellys exclusively."

C. M. Yinger, Purchasing Agent

M. J. Grove Lime Company, Lime Kiln, Md.

LOOKING FOR
TOP VALUE
IN NYLON
TRUCK TIRES?

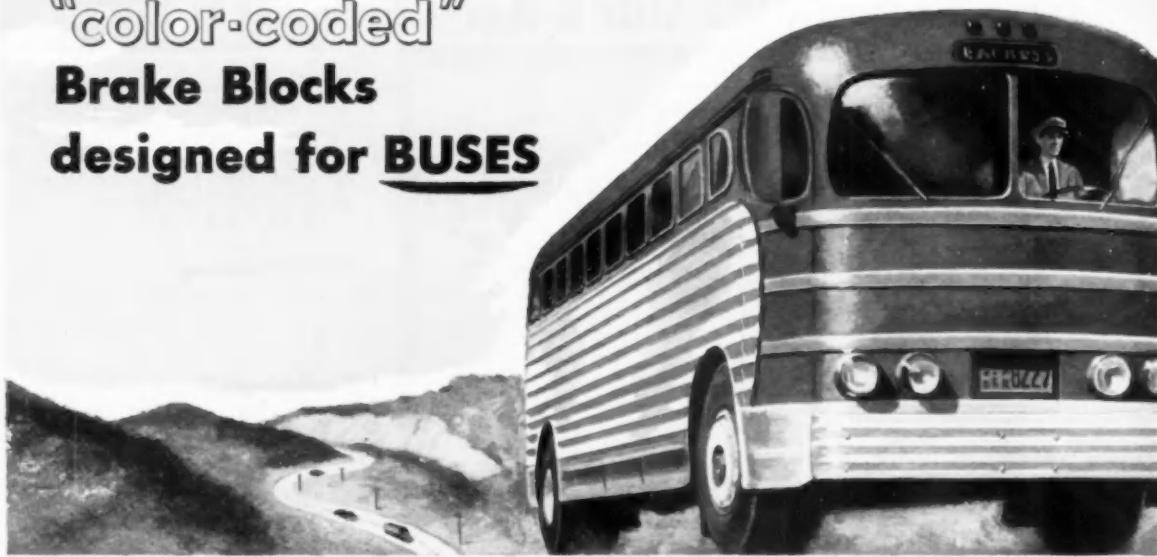
KELLY
HAS IT!

No matter what type of trucking you do, Kelly has exactly the Nylon Cord Tire that will deliver more original mileage, more mileage on recaps—to give you the most for your tire dollar on a cost-per-mile basis. That's why Kelly Nylon Cord Tires are used exclusively on so many trucks and fleets of trucks all over America. It will be worth your while to find out how tougher, longer-lasting Kellys can bring you safer, more dependable service at lower cost. See your Kelly Dealer or write to: The Kelly-Springfield Tire Company, Cumberland, Maryland.



THERE'S A TOP VALUE
KELLY NYLON FOR
EVERY TRUCKING JOB

Now-
"color-coded"
Brake Blocks
designed for BUSES



You can step up brake mileage 25% or more with Johns-Manville 4-Star Brake Blocks

HERE'S the brake block designed to give bus operators greatest safety and efficiency . . . plus the lowest brake cost per mile. It's the J-M 2300 Bus Block—coded with *yellow-edge markings* for quick identification and foolproof replacement. Rugged over-the-road experience has proved that this block gives 25% to 50% longer wear under the most difficult operating conditions.

To develop this outstanding block, J-M fric-

tion experts first studied the requirements of popular type buses under all operating conditions . . . then followed up with intensive product research and development. The result: J-M 2300 Bus Block offers the lowest rate-of-wear characteristics *plus* positive braking effectiveness under both severe and moderate operating temperatures.

Take advantage of the free J-M Brake Advisory Service . . . the plan designed for fleet operators . . . and let a J-M field engineer recommend how you may take full advantage of the J-M 2300 Bus Block. He's highly skilled in the matter of lowering maintenance costs and stepping up braking efficiency with heavy-duty J-M friction materials. Just write or call Johns-Manville Brake Advisory Service, Box 14, New York 16, N. Y. In Canada: Port Credit, Ontario.

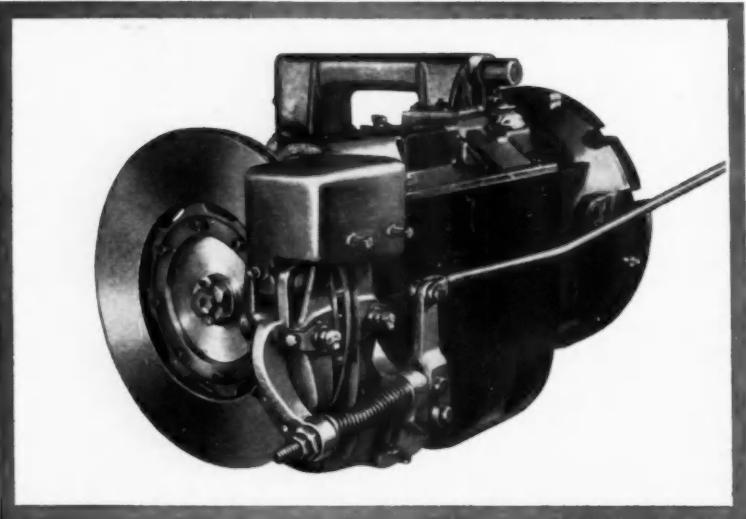


J-M 2300 Bus Blocks
are Yellow-Edged



JOHNS-MANVILLE
100 YEARS OF QUALITY PRODUCTS

You Get Positive Protection Against Runaway or Parking Accidents When You Specify TRU-STOP Brakes



TRU-STOP brakes operate directly on the drive shaft. This means that they are not only excellent parking brakes, but dependable emergency service brakes as well. There's no dangerous self-energizing. TRU-STOP brakes have the surplus capacity for repeated use as an auxiliary to service brakes.

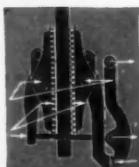
100% Ventilation Minimizes Fading

Brake efficiency depends on ability to dissipate heat rapidly and so prevent fading. TRU-STOP brakes are 100% ventilated. Discs are exposed to air even while braking. The TRU-STOP ventilation system circulates air between the disc plates.



Longer Life with Uniform Brake Pressure

The discs of TRU-STOP brakes are squeezed between the flat surfaces of the shoes. The brake lever operates both the front and rear lever arms simultaneously, and pressure is exerted on the center of each shoe. This puts the entire lining surface in contact, provides for even wear. TRU-STOP brake linings are easy to replace.



FOR POSITIVE PROTECTION...

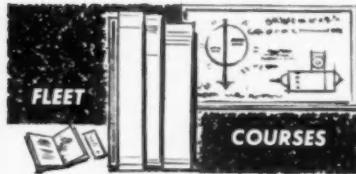


**Specify TRU-STOP BRAKES on
ANY Heavy-Duty Equipment
that Requires Braking**

WRITE for Catalogs DH-33 and DH-530

Automotive and Aircraft Division
AMERICAN CHAIN & CABLE

601 Stephenson Blvd., Detroit 2
2216 South Garfield Ave., Los Angeles 22 • 929 Connecticut Ave., Bridgeport 2, Conn.



HERE is an up-to-date calendar of fleet training courses for 1958. For complete addresses to write to for further information about the courses listed, see the Fleet Course Directory appearing in the November, 1957, issue, page 148.

Driver Training

North Carolina State College—One month long courses beginning Oct. 27, Nov. 24.

Fleet Maintenance

University of California—March 11-13 (Los Angeles), 18-20 (Berkeley). (Both are conferences.)

University of Washington—March 23-25 (Conference).

Pennsylvania State University—April 27-May 1.

Fleet Operation

Fleet Operation courses usually meet one night a week for about 10 or 12 weeks. Starting date, where known, is indicated below. City shown in parentheses is where course will be held.

Pennsylvania State University (Philadelphia)—Oct. 6, (Allentown)—Oct. 7.

Syracuse University (Syracuse, N. Y.)—Feb. 11, Northwestern University (Evanston, Ill.)—Feb. 23.

Fleet Supervisor

University of California (Los Angeles)—March 9-10, (Berkeley)—March 16-17. (Both are conferences.)

University of Oklahoma—March 23-27.

University of Washington—Apr. 6-10.

Northwestern University—June 22-26.

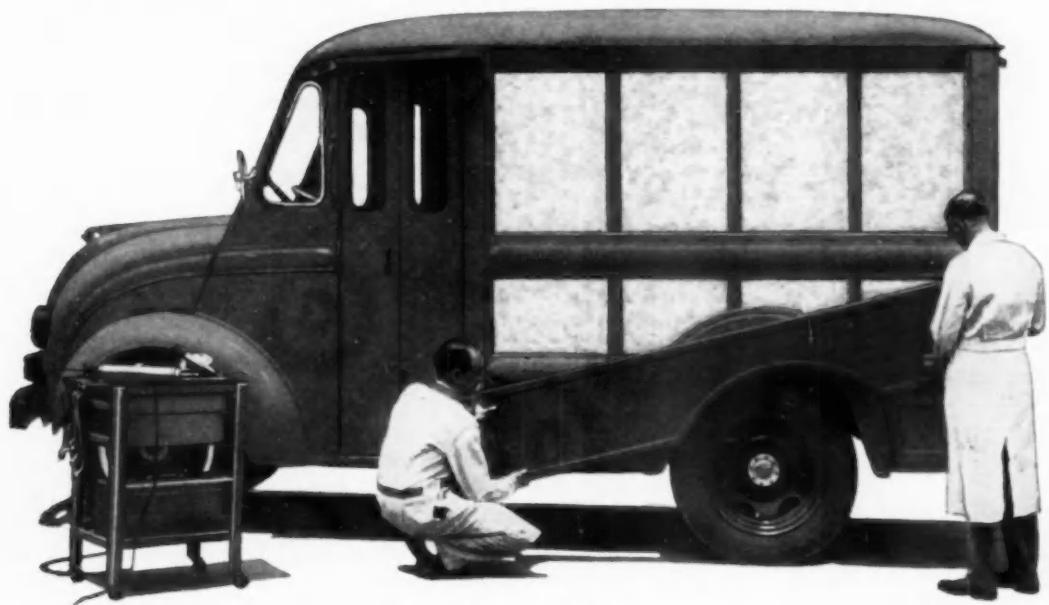
Terminal Management

University of Oklahoma—January.



"They don't build'em like they used to . . . thank goodness."

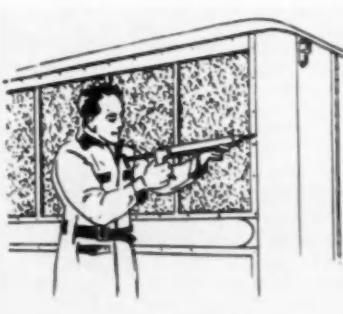
JUST 54 MINUTES to replace DIVCO SPEED-PANELS *without disturbing insulation!*



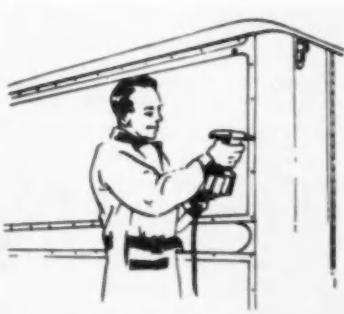
• When body damage occurs, DIVCO Speed-Panel construction greatly reduces down-time and cuts labor costs. Two men can completely replace both panels on the side of a DIVCO truck in just 54 minutes total time—without disturbing the inner wall or insulation in any way. No cutting, no welding. And DIVCO's multi-panel design localizes and minimizes repairs. These and many other DIVCO engineering advances save you time, save you money. Get in touch with your DIVCO dealer now or write to DIVCO TRUCK DIVISION, Divco-Wayne Corporation, Detroit 5, Michigan.



STEP 1—Drill through Huck rivets with $\frac{3}{16}$ " drill and slide panels out of grooves.



STEP 2—Remove original sealer from panels and frame, then reseal with caulking gun.



STEP 3—Insert panels, align holes and fasten with Huck blind rivets, exploding rivets or sheet metal screws.

Dodge Boosts GVW for '59

Continued from page 90

mounts on firewall next to brake master cylinder for service access.

Improved 13-in. spring-cushioned clutch is featured on 700 series models. On 800 and 900 series trucks, a 14-in. clutch gives 192 sq in. of lining area.

New transmissions include a 3-speed heavy-duty unit standard on D200, W100 and W200 models. It's also available on D100 models. Standard on P300 and P400 models is a new 3-speed extra-heavy-duty unit. It's available on D200,



W100 and D300 models also.

When it comes to automatics, the push button "LoadFlite" is available on low tonnage conventional and all forward-control units as well as V-8 powered W100, W200 and W300 models. Six-speed Allison "Torqmatic" with built-in torque converter and hydraulic hill retarder is available on D500, S500, D600, S600, D700 and S700 models.

**Exclusive
FIBER GLASS DESIGN
gives...**



TWO SIZES of the Marquette "90 Series" A.C. Arc Welders are available. One delivers 200 amperes, the other 275. Each can be supplied capacitor-equipped for power factor correction.

MARQUETTE also manufactures a complete line of AC and DC welders, welding electrodes and welding accessories, oxy-acetylene welding and cutting equipment.

See...

AND HEAR (it's really quiet) the "90 Series" in action... ask for a demonstration. Write today for the new "90 Series" bulletin!

When It Comes to Welding Come to
MARQUETTE

MARQUETTE MANUFACTURING CO., INC.
307 E. HENNEPIN AVENUE
MINNEAPOLIS 14, MINN.

Silent,
Service-Free
Performance
in the
MARQUETTE
"90 SERIES"
AC Arc Welder

● Complete silence of operation plus the most advanced features of electrical and mechanical design puts the Marquette 90 Series AC Arc Welder in a class by itself.

This noise-free, service-free welder performance is made possible by the "Perma-Shield" cabinet design—exclusive with Marquette 90 Series Welders. The tough, light-weight, non-conductive, fiber-glass cabinet eliminates resulting vibration noises. Non-conductive, "Perma-Shield" completely solves problems of "eddy currents" and hysteresis... raises welder efficiency by better than 10 per cent. Makes welding fast, dependable and economical.



Now available on D800 and T800 models is the 4-speed auxiliary transmission formerly available only on D900 and T900 models. A 3-speed auxiliary is also available.

New servo-type brakes on 1/2-ton models have 192 sq in. of lining area. New T800-HD model



has hydraulic brakes with 871.28 sq in. of lining area as standard. T900 has 920.75 sq in. of lining area with standard air brakes.

An 11,000-lb capacity front axle

(TURN TO PAGE 152, PLEASE)

*Fleet Managers
take note!*

59



cast

Gold Medal Awarded The 59 Ford: At the Brussels World's Fair, the beautiful new Ford received a special award from le Comité Francais de l'Elégance for its exceptional styling.

One reason . . . Ford's new '59 appearance follows the fabulously successful styling of the elegant Thunderbird, the car everyone would love to own. And the beautifully proportioned Ford interiors are bigger, more luxurious, with a straight-through look that makes them airier than ever with almost 20% more glass area in the windshield alone.

Big economy news like . . .

A superefficient oil filter . . . keeps all oil clean . . . reduces engine wear. Oil needs to be changed only every 4000 miles.

A new, lower-priced Fordomatic Drive has nearly one-third fewer parts . . . needs practically no servicing. So realistically priced, it will practically banish "stick shifting" forever.

A tougher new aluminized muffler will normally last twice as long as conventional mufflers on other cars . . . standard equipment on every Ford model.

A miraculous new Diamond Lustre Finish, the most durable finish on any car today . . . that requires no waxing . . . ever!

Under the hood:

All standard Ford engines—Mileage Maker Six and Thunderbird V-8—are designed to thrive on regular gas . . . a savings of up to 5¢ on every gallon. And all 59 Ford engines deliver more responsive power in the normal driving ranges . . . 30 to 70 mph.

Bad news for bumps!

Heavier weight, more precise balance and a new sway stabilizer make these 59's the smoothest riding Fords ever.

Ford has picked October 17 to take the wraps off the cars beautifully proportioned for fleet needs. In all, 19 models will bow that day.

Trucks Keep 'em Moving

Diesel switching locomotive is refueled and sanded on the Elgin, Joliet & Eastern Railway in Gary, Ind. The far hose pumps diesel fuel while the engineer fills the sand boxes with the other hose. The refueling unit was built by the Farrell Manufacturing Co., Joliet, Ill. It completely services locomotives wherever they are working.



FLEET MAINTENANCE COSTS TOO HIGH?



KAL-TUNEMASTER CUTS COSTS

3
WAYS!

1 COST LESS TO BUY...

the original low cost portable tune-up testers that save hundreds of dollars in initial cost.

2 SAVES TIME...

tools built for the mechanic do every job faster, with full accuracy . . . requires no training course.

3 REDUCES MAJOR REPAIR EXPENSE...

Preventive maintenance becomes economically practical when it's easily done . . . and Kal-Tools make the BIG difference.

THE TUNE-UP TOOLS THAT ARE USED ... NOT JUST BOUGHT!



Get them from
your Jobber!

KAL-EQUIP COMPANY

KALAMAZOO, MICHIGAN

Dodge for '59

Continued from page 150

package is available on T800-HD and T900 models. It includes heavy-duty springs, front frame reinforcement, power steering. With air brakes, lining area on this axle is 1004.85 sq in.

D900 models now have available a new double reduction rear axle with 8.52 to 1 gear ratio. D100



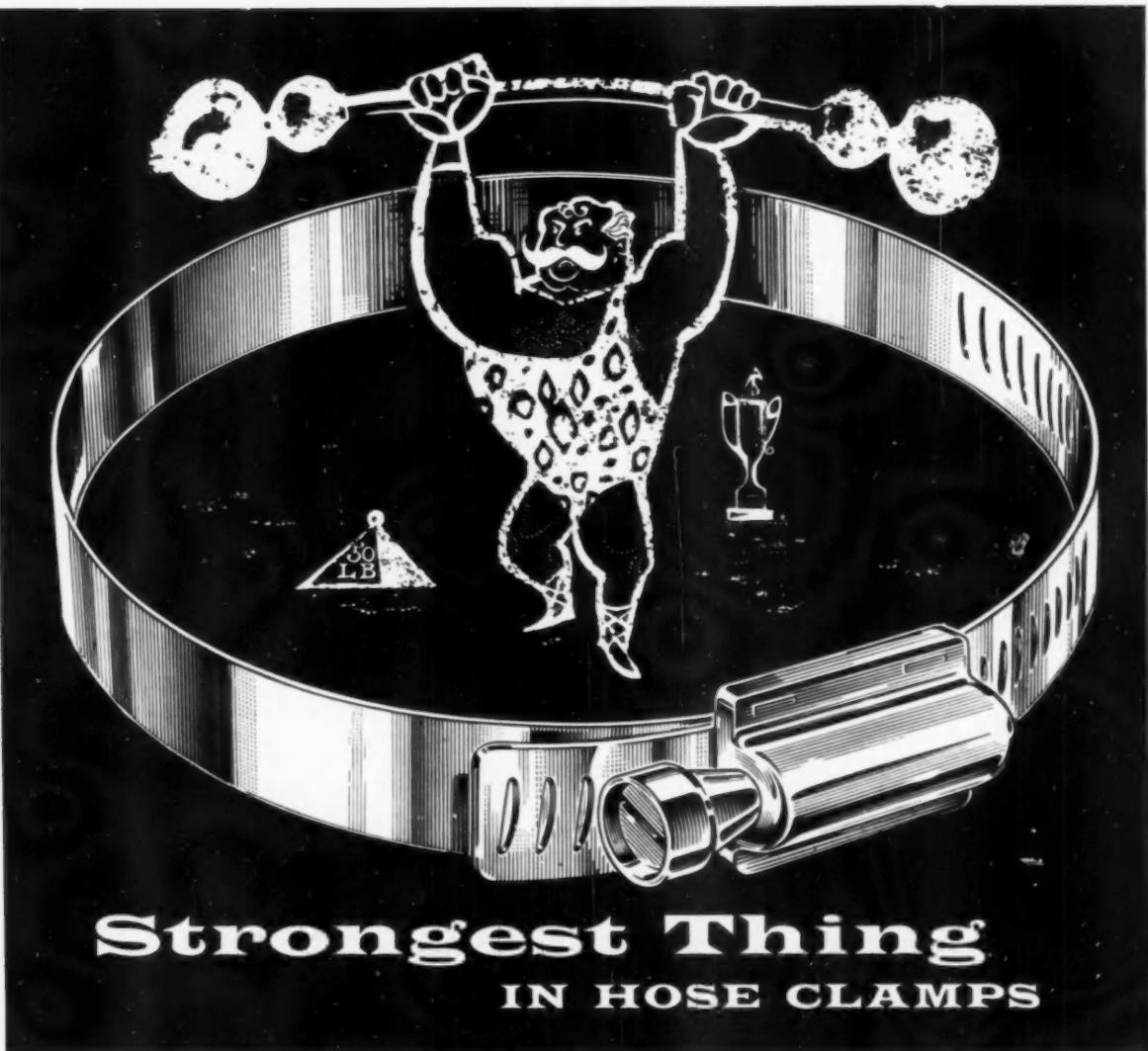
models with V-8 engines have new 3.54 to 1 ratio rear axle.

Other features of the

- Dodge truck line for 1959 include
- 3100-lb capacity front springs available on T700 models, and 5200-lb capacity front springs available on T800 and T900 models.
 - Cast spoke wheels available on D500, C500 and S500 models.
 - Full traction differential offered on D100 models.
 - Smooth-side pick-up trucks in $\frac{1}{2}$, $\frac{3}{4}$ and 1-ton models with $6\frac{1}{2}$ to 9-ft body lengths.
 - 14-ft stake or platform body models.

END

Please Resume Reading Page 92



*When a mechanic installs an AERO-SEAL
and tightens the precision self-locking worm gear,
that clamp is on to stay—even to outlast the car,*

*AERO-SEAL originated the precise worm gear drive
and it has imitators but no equal today. Bands are of 302-18-8 stainless steel.*

*Pressure is applied evenly all 360 degrees around the hose.
No pinching or damaging hose. You can shake the daylights out of AERO-SEAL—
they won't vibrate loose or snap open. They just NEVER let go.*

*But you can remove them easily and use them over and over.
For happy customers and steady REPEAT profits, insist on AERO-SEAL.*

For added quick-attach advantage:



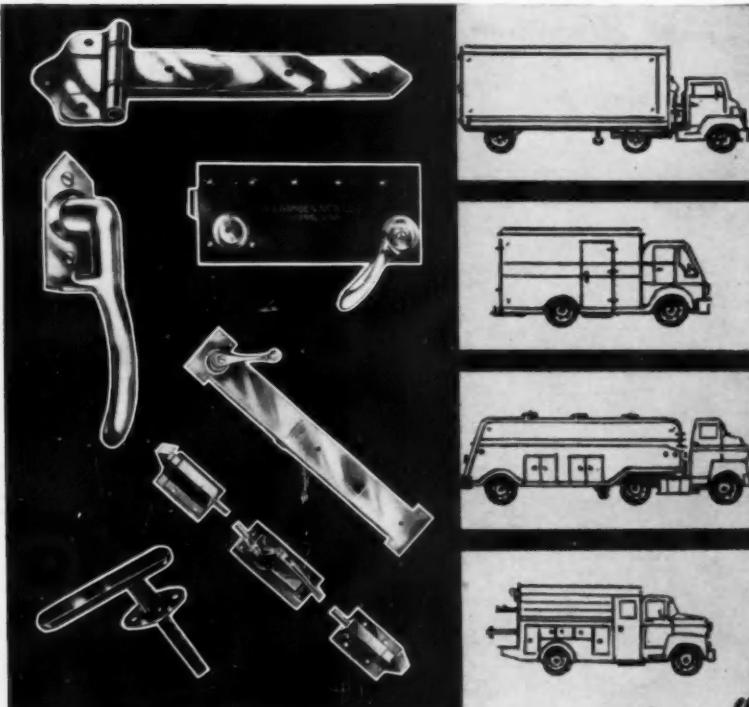
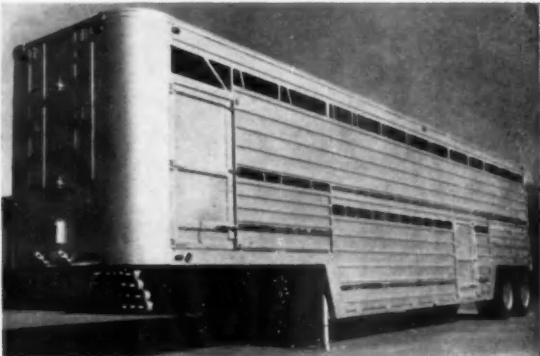
BREEZE
MARK

Aero-Seal
REGULAR WORM GEAR HOSE CLAMPS

BREEZE CORPORATIONS INC., 700 LIBERTY AVENUE, UNION, NEW JERSEY

"Possum Belly" Cattle Hauler

This double-decker livestock trailer has a second platform in the center that gives a total of 64.4 ft of loading space in a 42-ft trailer. Manufactured by American Body and Trailer, Inc., Oklahoma City, Okla., the "Possum Belly"—as it's called—has four separate compartments. The gates to each compartment double as ramps. All loading and unloading is done from the rear. Auxiliary side doors are also available. The trailer is made in sizes ranging from 35 to 44 ft.



KNOWN BEST BY THE COMPANIES THEY *"KEEP!"* HANSEN COMMERCIAL BODY HARDWARE

First Choice of Leading Body Builders . . . because rugged dependability is built into the complete line. Modern design and long lasting performance are the features you can be sure of when you insist on HANSEN Hardware, leader for almost 40 years in providing better hardware for commercial bodies.

SEE FOR YOURSELF TODAY . . .

Send for the complete Hansen catalog of commercial body hardware.



A. L. HANSEN MFG. CO.

5037 Ravenswood Avenue • Chicago 40, Illinois

Autocar "A" Series

Continued from Page 92

are of heat-treated alloy aluminum. They have malleable iron, wear-resistant inserts molded in place.

Radiator assembly is of built-up construction. It has readily-replaceable cast aluminum upper and lower tanks, extruded aluminum side brackets, copper fin and tube radiator.

Radiator is free to float independently of frame movement, acts in unit with cab and hood assembly. Vertical loading is taken on rubber cushion mounting with fore and aft movement controlled by adjustable tie rods.

Radiator shutter is also of aluminum construction, and radiator shell and grille have been eliminated. Cab frame is heli-arc welded aluminum alloy, is covered with an aluminum skin. New models have fiber glass fenders.

END

Please Resume Reading Page 96



"The lady's got 12 pennies out of her purse—only 3 more pennies to go."

you can specify Leece-Neville
Alternator-Generators as factory-installed
special equipment on more than

90% of all new trucks

SPECIFY L-N ALTERNATOR-GENERATORS FACTORY-INSTALLED ON ANY OF THESE NEW TRUCKS

One of the most common sources of road failure has always been the electrical system—batteries, generators, regulators. Since 1946, thousands of truckers have discovered a simple way to virtually eliminate this type of failure. They installed Leece-Neville Alternator-Generator systems!

L-N Alternator-Generators outperform and outlast conventional DC generators in almost every type of service. (See advantages listed below.) Every leading truck manufacturer will install L-N Alternator-Generator systems at the factory as special equipment on new trucks.

THE L-N ALTERNATOR-GENERATOR IS A COST-CUTTING WORKHORSE!



**L-N Standard
Alternator-Generator**
—recommended for
slow-speed, stop-start,
in-town service.

**L-N Heavy-Duty
Alternator-Generator**
—recommended for
heavy-duty and
over-the-road service.

- ★ Produces enough current with engine idling to carry all electrical loads
- ★ Ample low-speed output . . . safe high-speed output . . . long life
- ★ Permits full use of all accessories at all speeds
- ★ Improves performance and cuts maintenance costs for entire electrical system
- ★ Assures easy starting even in the most severe weather

AUTOMOTIVE ELECTRICAL EQUIPMENT
Leece-Neville
SINCE 1909

Autocar
Brockway
Chevrolet
Diamond T
Divco
Dodge
Ford
F. W. D.
G. M. C.
International Harvester
Kenworth
Mack
Marmon-Herrington
Oshkosh
Peterbilt
Reo
Walter
White

THE LEECE-NEVILLE COMPANY
CLEVELAND 3, OHIO
DEPT. FC-1

- Please send literature on L-N Alternator-Generator Systems.
 Have your salesman call on me.

Name _____ Title _____

Company _____

Address _____

City _____ State _____

(NOW PELLETIZED)

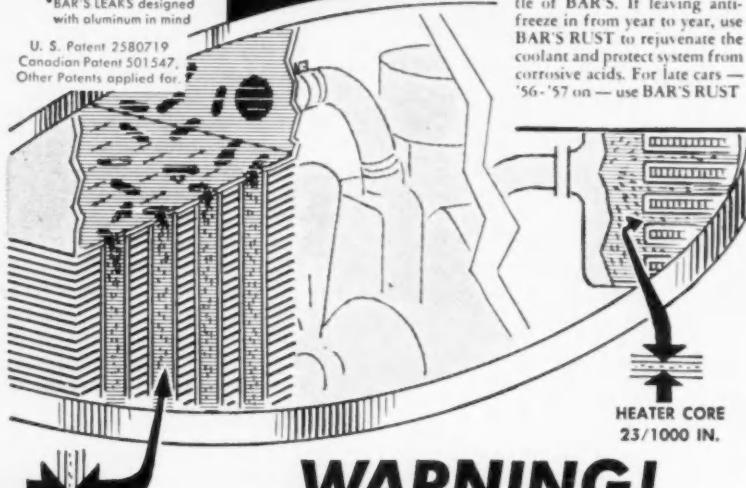
Only BAR'S LEAKS

MOST WIDELY USED COOLING SYSTEM PROTECTIVE IN THE WORLD

is FINE enough to
Flow through the
newly designed
Cooling System
and Car Heater
tubes (23/1000
to 70/1000 inch)
in modern
cars.

*BAR'S LEAKS designed
with aluminum in mind

U. S. Patent 2580719
Canadian Patent 501547,
Other Patents applied for.



ON ANTI-FREEZE CHANGEOVER

- For top engine performance, use BAR'S LEAKS or its affiliate, BAR'S RUST (same Pat. No.). Flush out and pour in bottle of BAR'S. If leaving anti-freeze in from year to year, use BAR'S RUST to rejuvenate the coolant and protect system from corrosive acids. For late cars — '56-'57 on — use BAR'S RUST

WARNING!

SERVICE STATIONS — DEALERS

Only BAR'S LEAKS meets the cooling system specifications of every automobile manufacturer as to fineness of ingredients and required protection.

Be on the alert! Many other sealer inhibitors contain coarse, bulky material. They clog the tiny new-car tubes of radiators and car heaters (23/1000 to 70/1000 inch). Fail to circulate. Fail to protect. As a result, aluminum components become pitted, harmful rust and scale develop, and seepage endangers vital metal parts. Remember, if you ruin a car, you're responsible.

Improved BAR'S LEAKS, now pelletized, dissolves to particles 15/1000 inch and smaller. BAR'S LEAKS circulates freely through the smallest heater and radiator cores. Only BAR'S LEAKS provides the required protection — inhibits rust and scale — seals all leaks in gaskets and porous metal. BAR'S is a **MUST!** Write for literature. Tells how you can qualify as a certified cooling system expert.

Cash in on BAR'S for a lucrative repeat business.
Available through automotive jobbers, service stations, auto goods stores.

LIST PRICE \$1.00

BAR'S PRODUCTS SUPPLY, INC.
(Office and Plant) P. O. BOX 146 • HOLLY, MICHIGAN

FACTORY FLASHES

A. O. Smith Corp., Los Angeles, Cal., is selling its Smithway fifth wheel business to the Western Unit Corp. The new company will develop a complete line of fifth wheels, trailer hitches and suspensions.

Eutectic Welding Alloys Corp., New York, has opened a new warehouse and service center in Detroit, Mich. Welding courses at the Eutectic Welding Institute will also be held there.

Highway Trailer Co., Edgerton, Wis., has announced the appointment of the Alexander Welding and Manufacturing Co., Raleigh, N. C., as a distributor for Highway trailers.

The White Motor Co., Cleveland, Ohio, has appointed Hunt Truck Sales & Service, Inc., Miami, Fla., as a distributor for the company's lines of White and Autocar trucks.

Walter J. Scowcroft has recently been promoted to Vice-President in Charge of Sales in the Automotive Division, Tobin-Arp Mfg. Co., Minneapolis, Minn.

Dayton Rubber Company's Service Department facilities are being expanded. New manager of the department is Max Beetem who is responsible for all field product service.

Birmingham (Ala.) Mfg. Co., maker of logging, oil field and lowbed trailers, recently opened a new plant on 55th St. in Birmingham.

(TURN TO PAGE 158, PLEASE)





For clean oil all the time

... call for **HASTINGS**

Only Hastings Oil Filter Cartridges have Densite filtering material. And only Densite gives you clean oil—all the time!

Densite is different! Millions of selected cotton fibres—pressure packed—trap the dirt and keep oil clean, from filter change to filter change.

Next time you change cartridges, call for Hastings—and get full time protection!

HASTINGS MANUFACTURING COMPANY, HASTINGS, MICHIGAN
Filters, Piston Rings, Casite, Wear Reducer, Spark Plugs

**Hastings Oil Filter Cartridges
keep oil clean from filter change
to filter change***

*When replaced as normally recommended. Proved by tests conducted under supervision of Pittsburgh Testing Laboratories, in accordance with U. S. Bureau of Standards procedure.



geles,
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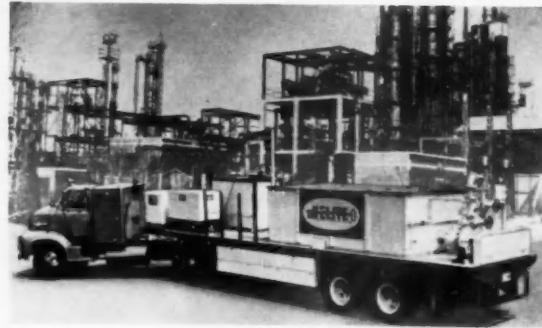
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, 1958

The Cleaner Comes to You

For oil refineries and chemical companies with special cleaning problems, the Kelite Corp., chemical and steam cleaner manufacturer, is now offering in-place cleaning service. The equipment is mounted on large flat beds with a 2500-gal tank, steam turbine and special high pressure cleaning equipment. Two of these rigs are now in service. One in the Beaumont, Texas, area, the other in Los Angeles, Cal.



Now a shop-size copper tubing dispenser

Save space, avoid waste, eliminate broken packages and odd lengths with the new No. 75 or 75A Copper Tubing Dispenser. "Layerwound" coils unwind like thread from steel spools . . . straighten as they uncoil . . . without kinks . . . and the tubing is marked every foot. Spools can be removed individually and carried to the job.

saves space . . . eliminates waste

No. 75 includes 100 foot steel spools of 3/16", 1/4", and 5/16" copper tubing. No. 75A includes 50 foot steel spools of 3/16", 1/4" and 5/16" copper tubing. Both available with any three of the following sizes: 1/8", 3/16", 1/4", 5/16", 3/8". *Available in 100 foot spools only. Distributed by leading automotive wholesalers everywhere. DORMAN PRODUCTS, INC., Cincinnati 2, Ohio.



Factory Flashes

Continued from Page 156

Peterbilt trucks will continue to be produced under the new ownership of Pacific Car and Foundry Co. New and expanded facilities for Peterbilt are in the works.

The Four Wheel Drive Auto Co., Clintonville, Wis., has named six new dealers. The new FWD dealers are: Mitchell Sales & Service, Youngstown, Ohio; Ortue, Inc., St. Louis, Mo.; Perri Pontiac Co., Carbondale, Pa.; Brewster Fire Equipment Co., Brewster, N. Y.; Construction Equipment Parts, Inc., Orlando, Fla., and Wilco Machine Works, Memphis, Tenn.

Ralph L. Axelle has been appointed Supervisor of Claims for American Fidelity and Casualty Co. and its service affiliate, Markel Service.

John M. Derr is new manager of truck tire sales for the Charlotte, N. C., division of The General Tire and Rubber Co.

Ammo Tools, Inc., North Chicago, Ill., announces that Harry T. Cooley is a new representative for northeastern Pennsylvania, Washington, D. C., and parts of Maryland and New York.

Lufkin Trailers, division of the Lufkin Foundry and Machine Co., Lufkin, Tex., has made two new assignments. Gene Culbertson will be at the Dallas (Tex.) branch. Glen Foy is the branch manager of the Lubbock (Tex.) branch office.

Volkswagen has opened a new half-million dollar parts depot. It will service Volkswagen dealers in northern California, western Nevada and Utah.

Make Fruehauf Your Safety Headquarters

*—and save
down-time and
penalties!*

Your nearby Fruehauf Branch has every modern facility for the biggest or smallest Trailer repair or maintenance job, from insulation installation and tandem conversions through painting and aluminum brightening. Further, convenient terms are available on major service jobs if needed.

Fruehauf prices are at an all-time low on operating parts such as brakes, signals, horns, bearings, and flares, useable with *all* makes of Trailers.

Stocks in all Branches are always *current*—because you can't delay safety till later.

Your *entire* fleet maintenance problem can be put safely in Fruehauf's hands if you desire. Fruehauf offers low-cost inspections and year-round, comprehensive service on *all units* in your fleet at *all points* on your route. Even tractor inspection and cab repairs are included in such arrangements—assuring you of full I.C.C. compliance, minimum down-time, and steadier fleet earnings.

Send for more detailed facts on dollar-saving Fruehauf service and maintenance plans *before* needless, costly expenses develop.



Thorough, economical, periodic safety inspections



All-time low prices for operating parts replacement

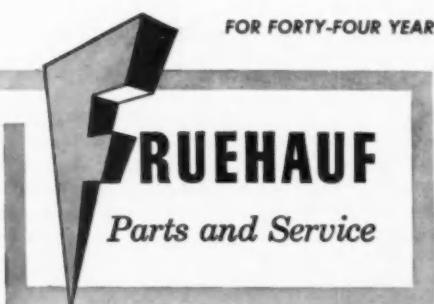


Convenient terms on conversions and major repairs



"Worry-free" fleet maintenance arrangements

FOR FORTY-FOUR YEARS—MORE FRUEHAUF TRAILERS ON THE ROAD THAN ANY OTHER MAKE!



World's Largest Builder of Truck-Trailers

FRUEHAUF TRAILER COMPANY

10940 Harper Avenue • Detroit 32, Michigan

SEND FULL DETAILS ON FRUEHAUF YEAR-ROUND
MAINTENANCE AND INSPECTION PLANS.

NAME _____

COMPANY _____

ADDRESS _____

CITY _____ STATE _____



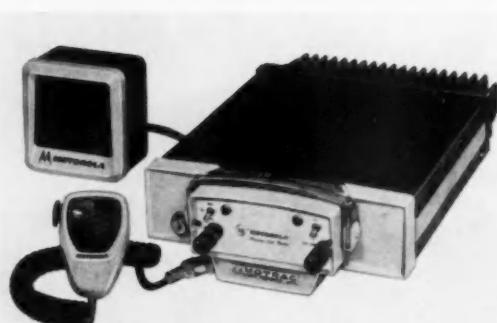
PRODUCTS

DESCRIBING RECENTLY ANNOUNCED PRODUCTS AND EQUIPMENT OF INTEREST
TO MEN CONCERNED WITH TRUCK, BUS AND CONSTRUCTION FLEET MANAGEMENT



Transistorized Two-Way Radio

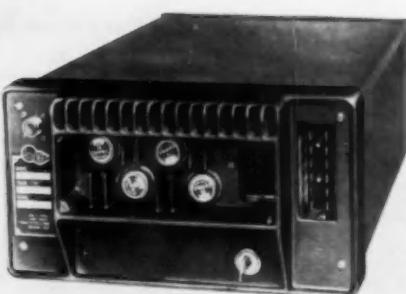
from General Electric, Communications Products Dept.
Electronics Park, Syracuse, N. Y.
are available either for mounting in the front of a car or truck (as shown) or for trunk compartment installation. The new unit has transistor power for both transmitter and receiver. Models are available for low band, high band and UHF frequencies.



Transistorized Two-Way Radio

from Communications and Industrial Electronics
Division, Motorola, Inc.

4501 West Augusta Blvd., Chicago 51, Ill.
has a fully transistorized receiver and power supply and a partially transistorized transmitter. Called the Motrac radiophone, it features printed circuits, modules and die cast construction. The entire unit measures 3-in. high, 11-in. wide and 17-in. long. Two finned heat radiators are designed into the unit to dissipate internal heat. The two-way radio is made in the high and low frequency bands with a 25 watt output in the higher band and either 30 or 50 watts in the lower band. The unit mounts in either the trunk or under the dash.



Transistorized Two-Way Radio

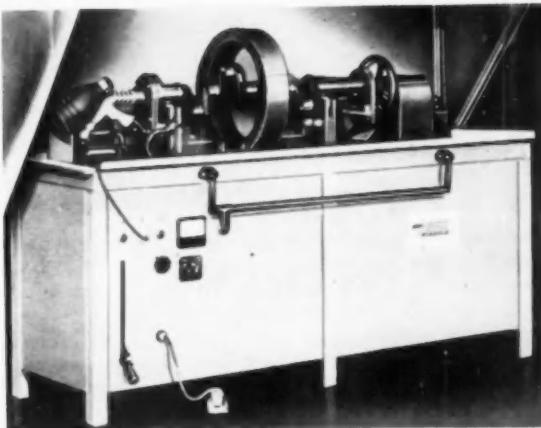
from Link-by-Gonset Division
Young Spring & Wire Corp.

801 South Main St., Burbank, Cal.
has silicon rectifiers for longer life and better regulation. Power supply is fully transistorized and gives lower maintenance costs and less current drain, says the maker. Rapid heat dissipation is claimed by using the entire front panel casting as a heat sink. Four transistors are used in 30 watt models and six in 60 and 100 watt units. Operation is from 12 volts DC with either positive or negative ground.

Magnetic Inspection Machine

from Peterson Machine Tool, Inc.
6200 Merriam Drive, Merriam, Kan.

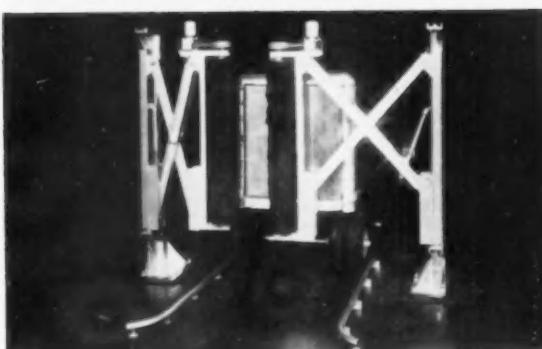
is for inspecting heads, blocks, crankshafts, camshafts, connecting rods and other engine parts to locate cracks and other defects not visible to the naked eye. Named the Sonoflux inspection machine, it is made in both portable and booth-type models. Fleet shops can buy the machine direct from the manufacturer at a price which the maker says is within the budgets of many who could never afford such investments in the past.



Trailer Washer

from The Ross and White Co.
Chicago Daily News Bldg., Chicago 6, Ill.

washes the front, sides and rear of a trailer automatically. Working on the drive-thru principle, as illustrated by the model, the two side brushes are mounted on flexible "X" frame yokes which extend and retract for front and rear end washing. Positioning of the brushes is fully automatic. The washer is controlled by a self-contained hydraulic power system. For washing reefers, a selector switch eliminates front end washing. An automatic detergent application system is also available.



Foamed Plastic Insulation

from Armstrong Cork Co.
Lancaster, Pa.

has a density of 1.25 per cu ft, is strong and will not swell, warp or buckle upon exposure to low temperatures. Called SE Armalite, it is a polystyrene foam insulation containing a self-extinguishing ingredient which gives uniform distribution of the foam. It has a "k" factor of .24 at 60°F. Armalite boards are made in standard sizes ranging in length from 3 to 15 ft and in width from 1 to 3 ft. Thicknesses range from one to six inches. The self-extinguishing property of the insulation is said to be particularly important in truck and trailer insulating applications.



Upholstery Reconditioner

From the Taussig Co.
2009-11 Naudain St., Philadelphia, Pa.

is a chemical spray which impregnates fabrics and synthetics with a vinyl coating. Called Aurora Lasticolor, it resists soiling, repels moisture and is available in a wide range of colors. The manufacturer says the product does not stiffen or change surface texture. Applied with a spray gun, it dries in 10 minutes. The vinyl coating reconditions upholstery and almost doubles bus seat life before reupholstering is required, says the maker.

(TURN TO NEXT PAGE, PLEASE)

New Products

Continued from Page 161

Engine Heater

from Five Star Mfg. Co.
Clarksdale, Miss.

is an external type, electrically-powered. The Model No. K150 is rated at 1500 watts and is available in 120 or 240 volt models. Heater is equipped with a thermostat to prevent overheating. All units have a three-way



plug. Heater fits all liquid cooled engines and comes in a kit complete with "T" connector, hose clamps, drain plug connector and mounting bracket.

Ignition Points

from the Electric Auto-Lite Co.
Toledo 1, Ohio

are pre-assembled and pre-aligned for fast installation. A nylon arm design gives bounce-free performance at high speeds. Replacement time is cut 50 per cent, says Auto-Lite, since the points are already assembled and aligned. Named Power Points, they are said to give longer point life because of less high speed point erosion and low speed point transfer.



Mom and her Litter

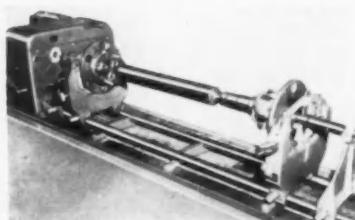
The New York City Railway Express Agency recently assembled a "little fleet" next to one of its new Internationals equipped with a 16-ft Metro Van body. The tiny trucks are 66 in. long and battery-powered. They

are of two passenger (small fry) capacity and are authentic reproductions of the larger Railway Express trucks. The miniatures were awarded by Railway Express as major prizes to each of 10 winners of a juvenile "Most Winning Smile" contest conducted recently on a national TV show.

Driveshaft Balancer

from Bear Mfg. Co.
Rock Island, Ill.

dynamically balances all types of driveshafts up to 90 in. long. It has a speed range from 0 to 3000 rpm and dial indicators to show the



amount of unbalance. A strobe light shows the location. The Model No. 354 B & RV handles cars, trucks and bus driveshafts including ones with flange or spline end yokes.

Platform-Bumper

from Nash Bros. Co.
2125 Dewey Ave., Evanston, Ill.

has a 12-in. wide platform extension and bumper length from 82% in. to



95 in. depending on the model. The bumper-step is the ICC approved type. Unit is constructed of channel and floor-plate and comes assembled ready for installation.

Seat Base

from Eldervoy Mfg. Co.
2910 E. Imperial Highway
Lynwood, Cal.

is for both highway and off-highway equipment and supports any make seat. Operation is completely by air. With driver in the seat, pump air into seat base. This pushes a ram upwards. By putting the correct amount of air in the unit, the driver sits on "air" midway between the bottom and top of the ram's 4-in. travel range. If a heavier driver takes over, add more air so that the ram does not "bottom." The Eldervoy Pneumatic Seat Base gives drivers a smoother ride, regardless of road conditions, since all jolts are absorbed by the air support. Thick seat padding can be eliminated, says the maker, since the base—not the seat—absorbs the shock.

(TURN TO PAGE 164, PLEASE)



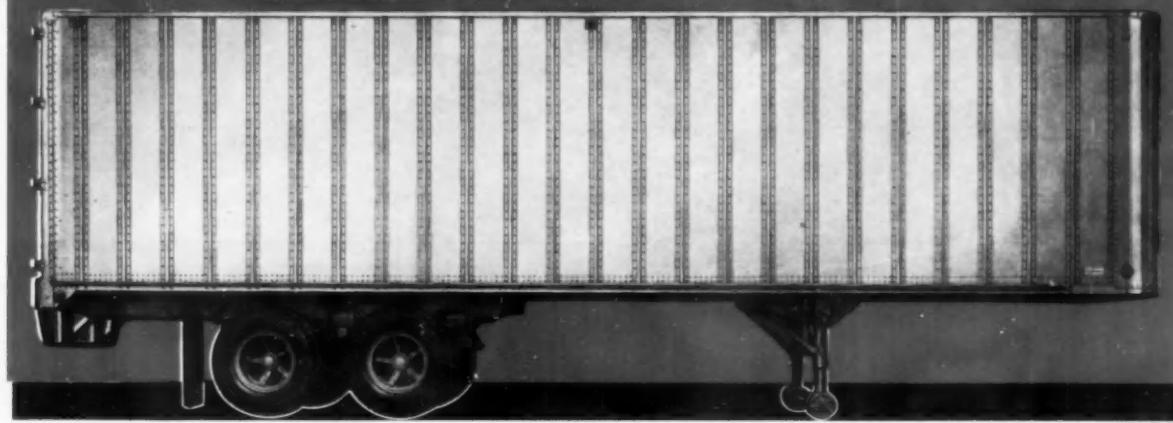
"Hot" Chocolate Tanker

Using this steel "thermos bottle" tanker, chocolate is transported long distances in liquid form and is pumped into storage tanks at the destination. To maintain the temperature at 125 deg, a thermostatically-controlled Butane burner heats a synthetic glycer-

ine liquid which is circulated through a heating compartment between the inner and outer shell of the tank. The heated trailer handles up to 32,000-lb loads and is being used for trips of 500 miles and more without difficulty. With temperatures maintained at 125 deg the chocolate does not cling to the shell of the tank and there is no spoiling or discoloring.

HIGH-CUBE HAULERS . . .

here's your trailer!



THE NEW HIGHWAY *all-aluminum*
SUPER-ECONOVAN

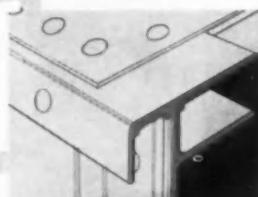
higher!

FULL 97" INSIDE!

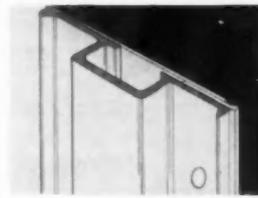
wider!

FULL 94" INSIDE!

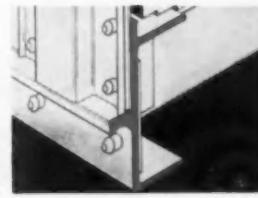
Highway's completely new maximum-cubage SUPER-ECONOVAN is the finest dry freight trailer ever built. You can load to the skin because the inside is smooth and clean — no sharp edges. Unrestricted selection of optional liners available if added interior protection is wanted. Aluminum panels are stress-riveted to over-size extruded aluminum stakes 16" on center. If you want maximum cubage PLUS the ultimate in strength and light weight . . . here's your trailer!



new
extruded aluminum cap rail and roof bows, plus special watertight seals! Trouble-free! Eliminates tree-rub damage and costly maintenance.



new
extruded aluminum stakes, 16" on center. Thick .064 heat-treated alloy aluminum panels are double-lapped and stress-riveted.
SMOOTH INSIDE!



new
extruded aluminum rub rail and tee-channel shape cross bearers for added floor support and maximum strength.

HIGHWAY TRAILER COMPANY

Headquarters: Edgerton, Wisconsin

Manufacturers of: Commercial Trailers • Trailered Tanks and Dry-Bulk Haulers • Cargo Containers — Land, Sea and Air • Public Utility Bodies • Earth-Boring Machines • Pole and Cable Reel Trailers • Winches • Power Take-offs • Service Accessories
SALES AND SERVICE IN PRINCIPAL CITIES



New Products

Continued from Page 162

Steel Cord Tire

from Kelly-Springfield Tire Co.
P. O. Box 300, Cumberland, Md.
has a steel cable in the body with one
radial ply from bead to bead. The
steel ply is reinforced in the tread
area by three steel cord breaker

strips. Tire also has five-rib tread
design. Called the Armor Steel-Ply,
it is available in sizes 8.25-20, 9.00-20,
10.00-20, 10.00-22 and 11.00-20. The
tire is tube-type only.

refrigerated milk trucks, the cargo
area is increased since the condenser
unit is the only part in the refrigerated
part of the truck.

Split Reefer Unit

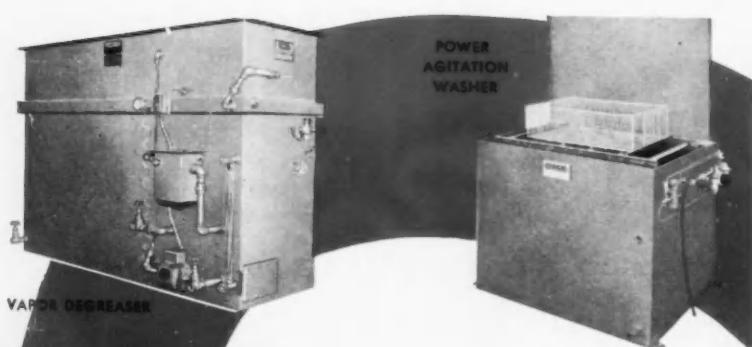
from Kold-Hold Division,
Tranter Mfg., Inc.
Lansing 9, Mich.

has the condenser assembly mounted
separately from the compressor, motor
and clutch assembly. Made for

Wheel Alignment Pit

from Hunter Engineering Co.
Hunter Ave. and Ladue Rd.,
St. Louis 24, Mo.

is adjustable to permit tread-widths
of 40 to 68 in. Both runways and
turnplate pedestals are easily shifted,
says Hunter. The Lite-A-Line projectors
give magnified readings on the



A
FULL LINE OF
**PARTS CLEANING
MACHINES**
FOR YOU TO
SELECT FROM



The most complete selection of
automotive parts cleaning machines.

These machines are produced in a variety of types, sizes and capacities. There is always a CIRCO AGITATING WASHER, STEAM CLEANER or VAPOR DEGREASER to fulfill your specific needs.

So, unlike some salesmen who must push the first machine they present because they have no other to fit the bill, Circo Jobbers will work with you to find just the right machine — and at the right price!

Jobbers stock the Circo Line — there's none other so complete. There's no better deal anywhere.

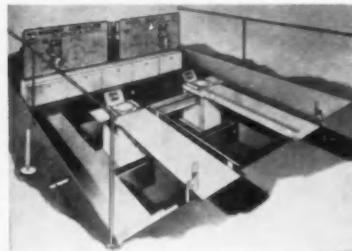
There is a Circo Representative in your area — he'll be glad to call at your convenience . . . or write to Circo for bulletins and further information.

SINCE 1923
CIRCO

EQUIPMENT COMPANY

51 TERMINAL AVENUE, CLARK, NEW JERSEY

Offices and Reps. in Principal Cities



front charts and eliminate the need for side charts. Complete front end check takes just five minutes, it is reported. The Model No. 905-F1 pit group includes cabinets, turnplates, runways and step plates.

Generator Meter

from Herbrand Division,
Bingham-Herbrand Corp.
Fremont, Ohio

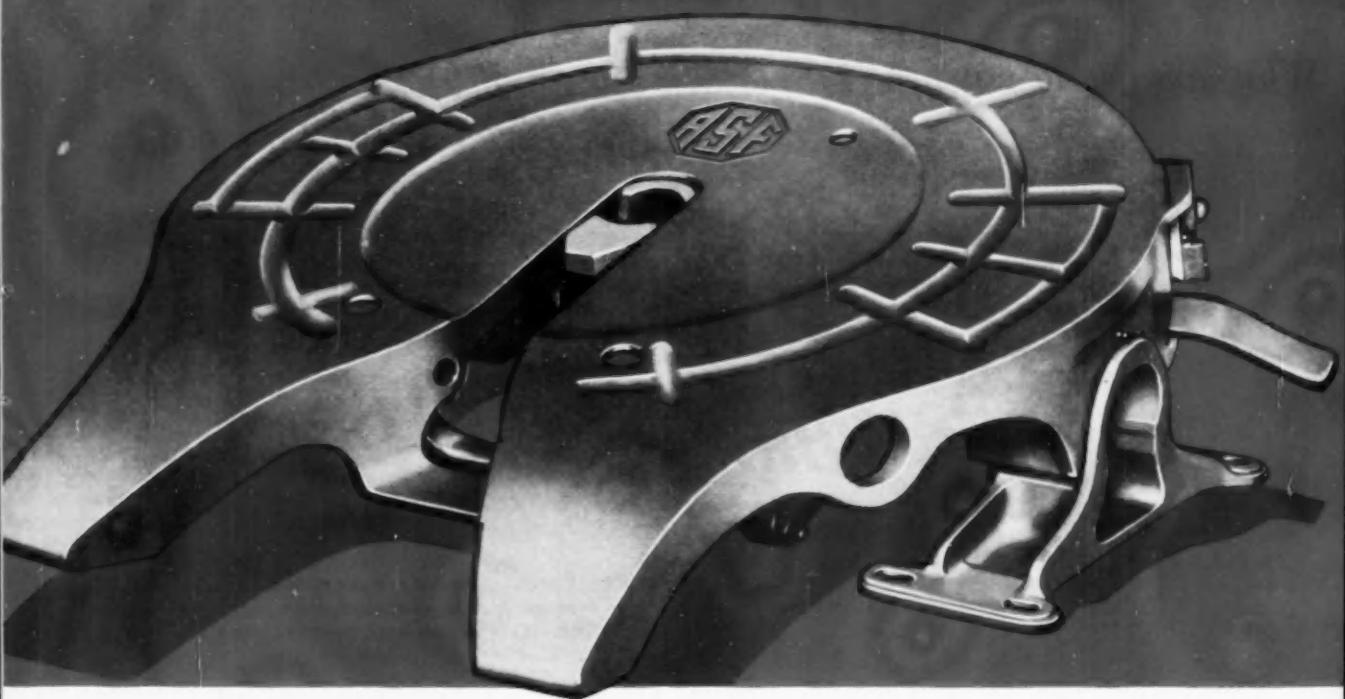
checks opening and closing amperage of the regulator cut-out. The Model No. HT-700 has no leads or connections. The meter induction bar picks up readings through the insulated generator wire.

(TURN TO PAGE 168, PLEASE)

Three Door Panel Truck



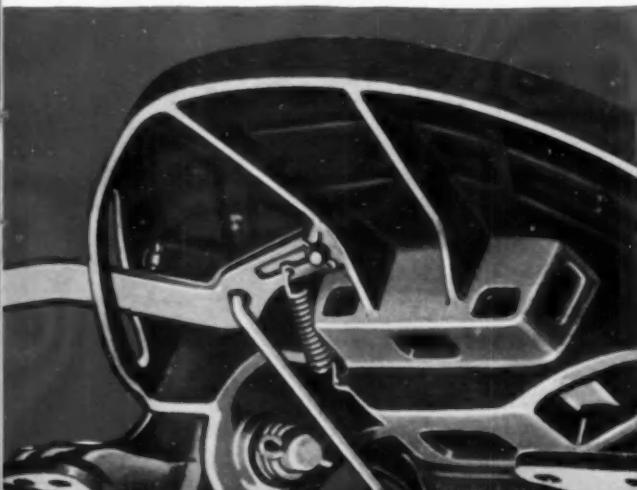
Singer sales representatives use these three-door Model No. A-102 Internationals in covering large territories in Mississippi and Louisiana. Since the trucks are used for both sales and service, the bodies are arranged in compartments for repair parts and demonstration machines. Easier access to the body through the curb-side door eliminates crawling through the entire rear of the truck to reach items located in the front.



No Other Construction provides the extra margin of strength found in the **ASF Safety 5th Wheel!**

Any way you look at it, ASF's cast steel design puts "beef" where it's needed . . . lightness where permissible.

One glance at the top—or the bottom—of the ASF Wheel tells you it's built for the heaviest loads . . . the quickest emergency stops.



Looking underneath, note the strong ribbing that supports the plate: this box channel construction carries the load through the mounting brackets right to the tractor frame where it belongs.

On top, note the high-capacity grease grooves. While extra deep, they don't weaken the plate, because material taken out on top is added underneath. In fact, that's typical of the big advantage of a steel casting over fabricated or pressed steel construction: *the ability to design each section exactly as it should be designed . . . then make the mold accordingly.*

For more facts on ASF Wheels, see your nearest ASF Distributor or write: American Steel Foundries, Hammond Division, Hammond, Indiana.

*Make an investment
in safety . . . with*



safety 5th wheels

A product of American Steel Foundries

*Why you get so much better performance and economy
with STANDARD RED CROWN Gasoline*

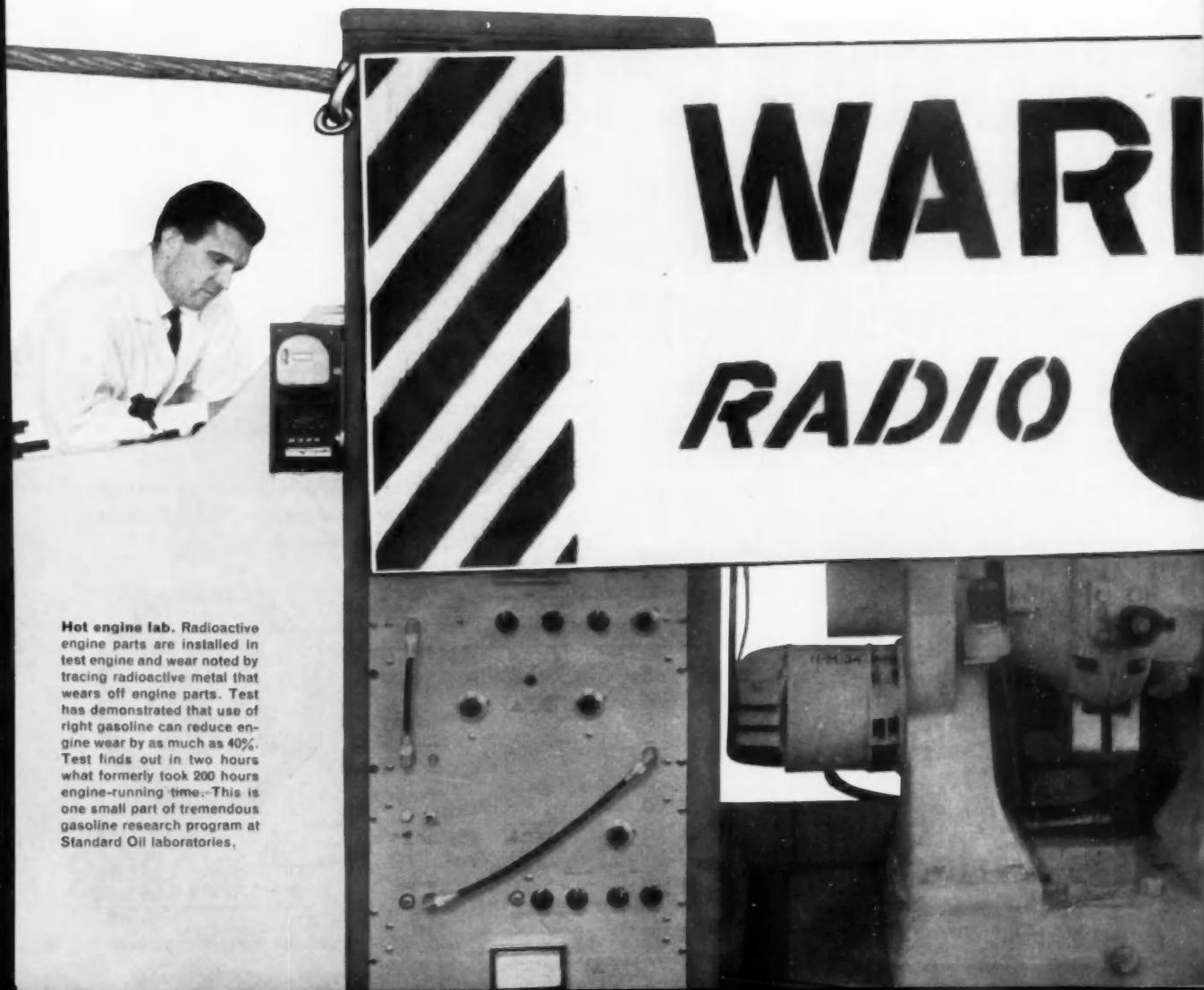
Facts about the largest-volume product you buy

STANDARD RED CROWN Gasoline now has an octane rating that surpasses that of premiums of just a few years ago. RED CROWN Gasoline is made by reforming hydrocarbon molecules into a totally scientifically created product.

STANDARD RED CROWN contains special additives and qualities that improve engine performance and economy. Here's what these additives do:

PROTECT AGAINST RUST • PROMOTE CLEAN BURNING
PREVENT GAS-LINE FREEZE-UP, CARBURETOR-ICING
(IN FALL, WINTER AND SPRING MONTHS)
INHIBIT OXIDATION • PREVENT KNOCKING
DEACTIVATE METAL

RED CROWN is under continual test by Standard Oil research teams, to find ways to improve these performance and economy characteristics:



Hot engine lab. Radioactive engine parts are installed in test engine and wear noted by tracing radioactive metal that wears off engine parts. Test has demonstrated that use of right gasoline can reduce engine wear by as much as 40%. Test finds out in two hours what formerly took 200 hours engine-running time. This is one small part of tremendous gasoline research program at Standard Oil laboratories,

PREVENTION OF VAPOR LOCK • COLD ENGINE STARTING
REDUCTION OF COLD ENGINE WEAR
VOLATILITY • FAST WARM-UP • ANTI-KNOCK
HOT ENGINE STARTING

Laboratory findings which demonstrate RED CROWN Gasoline's ability to provide better performance and economy are further proved in field tests on all types of equipment under all possible driving conditions—over-the-road trucks, city delivery vehicles, buses, construction and earth-moving equipment, taxicabs, passenger cars and salesmen's fleets. Tests on the gasoline are made under all conceivable driving conditions.

Gasoline volatility must be adjusted to meet conditions of season and altitude. Changing seasons call for changes in gasoline volatility. Too volatile gasoline in warm weather means vapor lock, too

little volatility in cold weather means poor start. Standard anticipates the seasons, determines the volatility of the gasoline best suited to weather and altitude and delivers RED CROWN to the areas of Mid-America where gasoline of that volatility will give the best performance.

RED CROWN Gasoline research doesn't stop with today. In the laboratory now are engines that will be offered by automotive manufacturers several years from now. When they are ready, RED CROWN will be ready to give you the performance and economy you want for your fleet.

Get more facts about STANDARD RED CROWN Gasoline from your nearby Standard Oil office in any of the 15 Midwest and Rocky Mountain states. Or write **Standard Oil Company (Indiana), 910 South Michigan Avenue, Chicago 80, Illinois.**



New Products

Continued from Page 164

Steam Cleaner Detergents

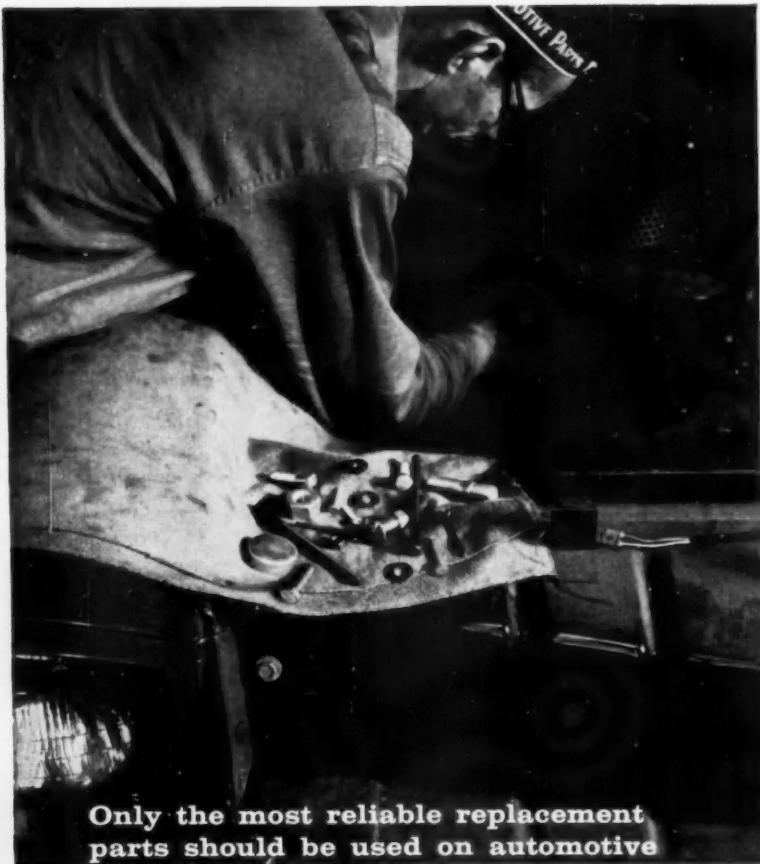
from John Bean Division, Food Machinery & Chemical Corp., Lansing 4, Mich.

are made in two formulas for light and medium cleaning. Both are for use in steam cleaning equipment. Dry

compounds for steam cleaner use are also available for heavy duty cleaning.

Spot Remover

from Spray Products Corp., P. O. Box 584, Camden 1, N. J. removes oil, tar, gum, grease and fresh paint stains from all types of fabrics including automotive upholstery. The new cleaner contains chlorothene. There is no carbon tet, and no flash or fire point to worry about. Spot remover comes in a pressurized



Only the most reliable replacement parts should be used on automotive repair jobs. Using cheaper parts with quality less than the best can ruin a reputation. That's why reliable jobbers and repair men insist upon bolts, nuts and screw products from Lamson & Sessions' complete line of original equipment fasteners...from the world's largest and most dependable maker of automotive fasteners!

The Lamson & Sessions Co.

5000 TIEDEMAN ROAD, CLEVELAND 9, OHIO • PLANTS AT CLEVELAND & KENT, OHIO • CHICAGO • BIRMINGHAM

container and is sprayed on to the stained material.

Truck Seat

from American Metal Products Co., 5959 Linsdale Ave., Detroit 4, Mich. gives the driver a floating ride. The seat has fingertip ride control actuated without leaving the seat. Named the American Unison-Action seat, it eliminates relative motion between



the seat cushion and back rest. The two supports operate in unison. Shirt-pulling action found in many orthodox seats is eliminated, says the maker. Both cushions are contoured and ventilated.

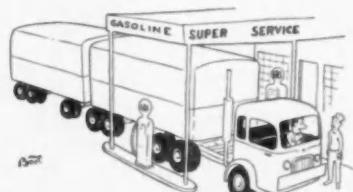
Battery Level Indicator

from Celluplastic Corp., Newark, N. J.

shows the water level in each battery cell. Called the Clearsite Battery Gage, it has a colored float built into the clear plastic dome of each cap.



When the signal is up, the cell is full. When down, the cell needs water. The signal caps are vented the same as most caps they replace.



Push-Pullers

from Templeton, Kenly & Co.,
2535 Gardner Rd., Broadview, Ill.
are available separately or complete
with Re-Mo-Trol hydraulic center-hole
rams and pumps. These double and
triple-grip push-pullers are designed
for removing and installing gears,
pulleys, wheels, bearings and axles.
All pulling is direct-line through the
center hole of the ram.

Aluminum Fuel Tank

from Snyder Tank Corp.,
Buffalo, N. Y.
is made in center-step models for use
on highway tractor-trailer combinations.
The tank recently passed ICC
performance tests, as shown here, in



which it was filled with water and dropped 30 ft onto a concrete platform. The filler neck withstood a 10 ft drop in a like test. Made of Alcoa aluminum, the tank is made in sizes from 38 to 70 gal in both rectangular and cylindrical models.

Automatic Amplifier

from General Electric
Communication Products Dept.
Syracuse, N. Y.

serves as an automatic gain control unit in mobile radio systems. It equalizes audio input and output levels to eliminate "blasting" caused by line variations. It also gives constant high level output on the "transmit" cycle. It is offered by G.E. on the company's Model No. RC-4 remote control unit.

(TURN TO NEXT PAGE, PLEASE)

C C 2

Truck Dispatcher: "My date with
Sara Lou turned out to be a flop."

Truck Mechanic: "Too bad."

Truck Dispatcher: "No, too good."

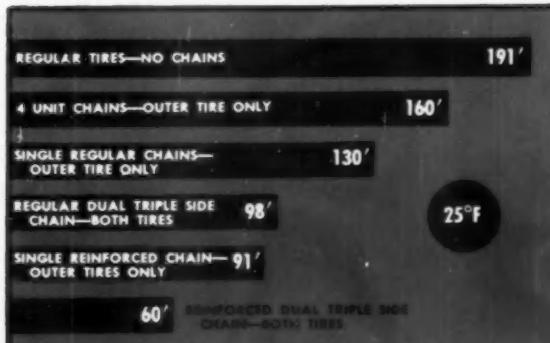
COMMERCIAL CAR JOURNAL, October, 1958

YOUR PROFITS DEPEND ON SAFETY...AND CAMPBELL CHAINS

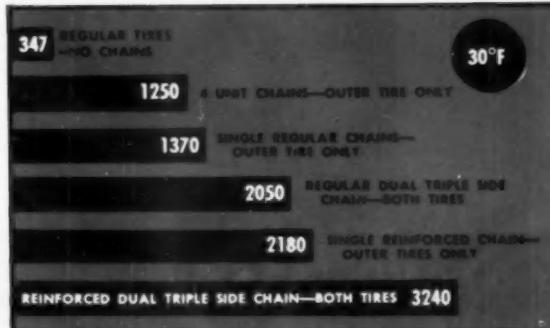
This winter keep your fleet on the road
...running safely and profitably...with
Campbell Lug-Reinforced Tire Chains.

Read the results of Truck Tests by the Committee on
Winter Driving Hazards of the National Safety Council:

▼ Average Braking Distances on Lake Ice from 20 MPH



▼ Draw Bar Pull in Pounds on Lake Ice



CAMPBELL TIRE CHAINS

FOR EVERY VEHICLE...

EVERY TYPE OF SERVICE:

- Lug-Reinforced for maximum traction and wear.
- Mud Service for off-the-road.
- Highway Service for general use.



Before the snow flies, get ready to keep your fleet rolling. Ask your jobber for complete information on Campbell Chains. Or write direct, if you prefer.

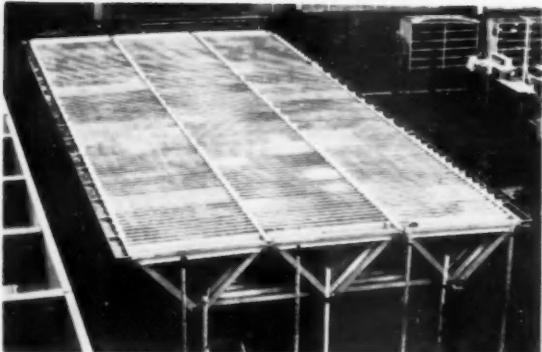


CAMPBELL CHAIN Company

York, Pa.—W. Burlington, Iowa
E. Cambridge, Mass., Chicago, Ill., Portland, Ore., Seattle, Wash.
Los Angeles, Sacramento, San Francisco, Calif.

Pre-Fab Aluminum Bridge

A new type aluminum bridge demonstrated recently at Lehigh University, Bethlehem, Pa., features lightweight, in-plant prefabricated construction. Designed and built by Fairchild Engine and Airplane Corporation, this test bridge is 24-ft wide, 50-ft long and is made to support a two-lane roadway with a load limit of 15 tons per lane. Main advantages of the bridge are said to be initial low cost and freedom from protective maintenance. Co-sponsors of the test project are Fairchild, Bureau of Public Roads, Aluminum Co. of America, Kaiser Aluminum and Chemical Sales, Inc., and Reynolds Metals Co. The bridge was erected by four men and a crane operator in less than two days.



how much will MECHANEX save YOU?

Fill in this simple schedule — estimate YOUR
maintenance expense — compare with low
Mechanex costs, and

SEE FOR YOURSELF!

FIRST YEAR USING GREASE		NATIONAL AVERAGE	YOUR COST
WHEEL PACKS — LABOR	30.00		
FELT SEAL REPLACEMENTS	6.00		
BEARING REPLACEMENTS	50.00		
Brake Block Loss From GREASE	10.00		
DRUM LOSS FROM HEAT AND GREASE	10.00		
TOTAL ROAD CALLS — PRO-RATED	20.00		
ADDITIONAL FUEL	30.00		
WHEEL REPACKING DOWN-TIME	30.00		
FIRST YEAR TOTAL	\$186.00		

FIRST YEAR USING MECHANEX	
INSTALL WHEEL	
OIL SEALS —	
LABOR	10.00
2 SETS OF	
WHEEL OIL	
SEALS	47.50
	\$57.50

**YOU STAND TO SAVE at least
\$100 per trailer the first year!**

And the SECOND year... look for savings of better than \$150! Any way you look at it, your Mechanex conversion will pay for itself in six months — save fuel, brakes, down-time, road calls, expensive bearings. From coast to coast, major fleets are getting results like these and better with MECHANEX... the original FACE-TYPE oil seal for trailer and tractor axles.



Available on ALL makes of new trailers —
and at Trailer Branches and leading Parts Suppliers.

THE

mechanex
CORPORATION

1144 BROADWAY, DENVER, COLORADO



New Products

Continued from Page 169

Clutch Assembly

from Rockford Clutch Division, Borg-Warner Corp., Rockford, Ill. has a new lever arrangement for operating spring-loaded clutches. A rolling fulcrum pin action in the release lever gives less friction and



smoother operation. The clutch automatically compensates for facing wear. Clutch driven member is available with solid or dampener arrangement.

Dampener is for torsional vibration noises. A cushion feature is also available for smooth engagement.

Closed Circuit TV

from Industrial Products Division, Int. Telephone & Telegraph Co., 15191 Bledsoe St., San Fernando, Cal. is now available for fleet, terminal and construction fleet use. The system is installed to meet customer's requirements and consists of one or more cameras and receiving sets. In fleet operations where one man must check or supervise a large operation or be in various locations, at one time, such as in an office and on the loading dock, closed circuit TV might well do the job better at less cost.

(TURN TO PAGE 172, PLEASE)



BOOST BUS FLEET PROFITS WITH FIRESTONE 5° COMMANDER RIM!

Firestone's Full-Base rim supports both beads—stops tire buckling for long wear, lowest tire cost-per-mile.

Fleet records prove that Firestone's 3-piece Commander rim helps your tires deliver more miles per dollar! One big reason is the full-base bead seating design that puts solid support under both beads for maximum tire life. Another is that the Commander is specifically constructed for modern operating conditions on intra- and inter-city buses. It's stress-tested in Firestone labs and reinforced at high strain points. No split section touches the tire. The locking ring cannot blow off. The uniform protection of the exclusive Firestone Perma-Plate finish resists rust and corrosion. And, like all Firestone rims, the Commander runs true because it's sized to Firestone's precision standards. Buy the Commander rim for replacements. Specify it as original equipment. You'll get longer tire life and more bus fleet profit.



**FIRESTONE STEEL PRODUCTS CO.
AKRON 1, OHIO**

Copyright 1958, The Firestone Tire and Rubber Company

New Products

Continued from Page 170

Moisture Ejection Valve

from Berg Mfg. & Sales Co.,
1712 S. Michigan Ave., Chicago 16, Ill.

is small in size and made of aluminum. It is springless, has a built-in force pump that never opens the tank to atmosphere. In operation, the unit "spits" out oil, sludge and moisture

from the air reservoir tank before it enters the brake lines to eliminate the danger of freezups. It is fully automatic, can be mounted at any angle.

Chrome Brake Parts

from Euclid Automatic Machining Co.,
1148 East 222 St., Euclid 17, Ohio

are for truck and trailer brakes. The three parts offered are brake anchor pins, brake shoe roller pins, and brake shoe rollers. All are chrome finished

instead of cadmium plating generally used. According to the maker, the hard chrome finish reduces friction, gives smoother brake operation, and adds to the life and wearing qualities of the parts. They are made for almost all popular makes of brakes.

Fleet-Washing System

from Alemite Division,
Stewart-Warner Corp.

1826 Diversey Pkwy., Chicago 14, Ill. is called the Alemite "Spray-Kleen." It consists of a high-pressure, air-operated pump which delivers a stream of soapless chemical detergent through an atomizing nozzle onto the vehicle. Chemical and water mixture loosens all types of dirt including bug-residue and grease. It does not affect automotive finishes, says Alemite.

Why ENGINE GOVERNORS?

A nationwide, impartially conducted Survey of truck fleet operations involving thousands of vehicles, disclosed that three quarters of these fleets are equipped with engine governors.

Here's Why . . .

Fleet Men:

- Recognize the extra ENGINE PROTECTION provided by Governors.
- Appreciate the GREATER ROAD SAFETY afforded by Governors.
- Value the added economy of REDUCED MAINTENANCE resulting from the use of Governors.
- Like the FUEL SAVINGS secured by Governed Speeds.
- Approve the BETTER PUBLIC RELATIONS created by a demonstrated concern for public safety which Governors assure.

Investigate the important advantages and savings HANDY GOVERNORS can give you.



8152



Wax or other protecting treatments are not disturbed. Chemical spray is left on the vehicle for two minutes, then washed off with clear water. Manual drying is not necessary as air drying leaves the finish streakless and without water spots.

Industrial Truck

from Cushman Motors
2900 Guardian Bldg.,
Detroit 26, Mich.

carries a 1000 lb pay load, plus operator and passenger. Named the Truckster, it has a flat bed and is battery powered. It is three-wheeled, has



two forward and one reverse speed, automotive-type steering and hydraulic brakes. Heavy duty batteries give the Truckster a range up to 80 miles. It is narrow enough to operate in 50-in. passageways.

(TURN TO PAGE 174, PLEASE)



KING-SEELEY CORPORATION

ANN ARBOR, MICHIGAN

WORLD'S LARGEST MANUFACTURERS OF AUTOMOTIVE GOVERNORS



BUTYL TUBES GIVE TROUBLE-FREE MILEAGE!

Nothing retains air better than Butyl inner tubes. And that's important in tire mileage—because excessive air loss causes rapid tire wear. Butyl tubes should be in every tire in your fleet . . . this also includes tubeless tires that may resist repairs.

And when it's time to recap, it's time for the extra protection only a Butyl tube can give you. Remember, Butyl tubes give trouble-free mileage!



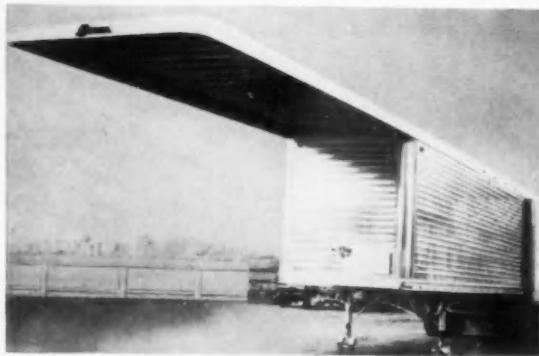
Pioneer in Petrochemicals

ENJAY COMPANY, INC., 15 West 51st Street, New York 19, N.Y.
Akron • Boston • Charlotte • Chicago • Detroit • Los Angeles • New Orleans • Tulsa



Convertible Top

For the trucker who needs to load heavy cargo with an overhead crane, but needs the protection of a closed van, Brown Trailers, Inc., of Spokane, Wash., is making a trailer with a sliding top. The sliding roof opens 27 feet for overhead loading. When closed, it is hard to tell that the trailer has a sliding top, says the maker. The roof fits snugly when closed and locked in place.



**TWO
New**



Heavy-Duty BRAKE FLUIDS

IN ATTRACTIVE DISPLAY CARTONS

do a super selling job for you!

super 703

HEAVY-DUTY
BRAKE FLUID

EXCEEDS SAE 70R1 & 70R3
Specifications



super 500

HEAVY-DUTY
BRAKE FLUID

EXCEEDS SAE 70R1
Specifications



Designed for
Over-the-Counter
Sales and Profits!

EIS Super 703 is formulated for SUPER HEAVY-DUTY use in cars, trucks, buses and taxi fleets. It has a normal operating range of over 410° F. to a minus 60° F.!

Both of these new EIS Super BRAKE FLUIDS have excellent lubrication qualities. They are non-corrosive — they preserve the life of both natural and synthetic rubber and are miscible with other brake fluids of equal quality.

ASK YOUR DISTRIBUTOR FOR THE NEW EIS HYDRAULIC BRAKE PARTS CATALOG NO. 26H
EIS AUTOMOTIVE CORP., MIDDLETOWN, CONN.

New Products

Continued from Page 172

Cargo Cooler

from Hunter Mfg. Co.
30525 Aurora Rd., Solon, Ohio
maintains thermostatically controlled temperatures down to 0° in 10 to 14 ft trucks with insulation 4 in. thick or more. It also maintains temperatures in the 32° to 50° range in trucks up to 18 ft in length with insulation three or more inches thick. The Model



Nos. H-30 and HE-30 are hydraulically driven. Weight is as little as 320 lb. Inside dimensions measure 17 in. high, 32 in. wide and 21 in. deep. Hydraulic pump with kit is for power take-off or engine mounting.

Paint Spraying Unit

from Thomas Industries, Inc.
410 S. Third St., Louisville 2, Ky.
weighs less than 7 lb complete and is fully portable. Called the Sprayit 400, it has a portable air compressor weighing only 4½ lb. Spray gun is made of nylon because paint will not adhere to it. Paint canister holds enough paint to do 75 sq ft without refilling. Compressor operates at 8000 rpm on 110 volt current and is powered by a ½ hp motor. Sprayit 400 handles enamels, lacquers, varnish, stains and multi-colored splatter paints.

(TURN TO PAGE 178, PLEASE)

Now...See in spite of the other guy's lights!



BRACE YOURSELF! Here comes another driver that hasn't dimmed his lights. He's 175 feet away. Your vision of your side of the road is "washed out" by his glare. Then after you pass, it takes precious seconds for your eyes to readjust to the reduced light, and you still can't see the road ahead clearly. It's like entering a dark theatre on a sunny day!



NOW YOU CAN SEE in spite of the other guy's lights—better than ever before, because you have new G-E SUBURBAN Headlamps. Their "built-in spotlight" in the lower beam projects more light along the right shoulder, helps keep your eyes on your side of the road. Now you can spot that fallen box at the 200-foot mark—which you *couldn't* see with your old headlamps!

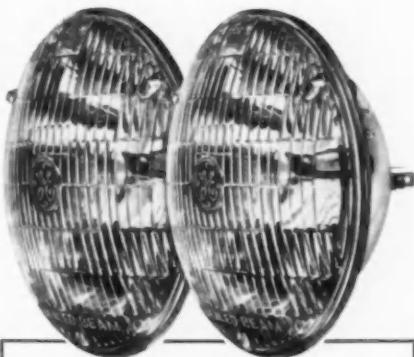
New G-E SUBURBAN Headlamps have a "built-in spotlight" ... in the low beam!

No other 2-headlamp system ever gave you as much light *in the low beam* as these new General Electric SUBURBAN Headlamps. And you *need* more light in the low beam when meeting oncoming cars—even if the other driver dims his lights and has them aimed properly.

The new G-E "built-in spotlight" gives you a stronger low beam filament *optically centered* in the reflector

—puts more light where you need it to make passing easier and safer. Helps you recover your vision more quickly when the other car has passed.

Order new G-E SUBURBAN Headlamps for your fleet today—and give your drivers greater safety at night! General Electric Company, Miniature Lamp Dept., Nela Park, Cleveland 12, Ohio.

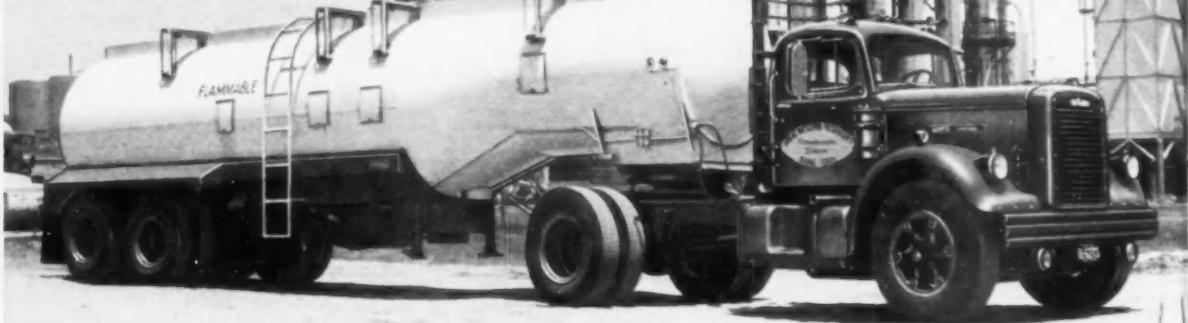


Special low-beam filament shield lets you see better in fog, rain or snow. Upper beam reaches far and wide for safer driving on open road.

Progress Is Our Most Important Product

GENERAL  **ELECTRIC**

CUTTING COSTS IN THE

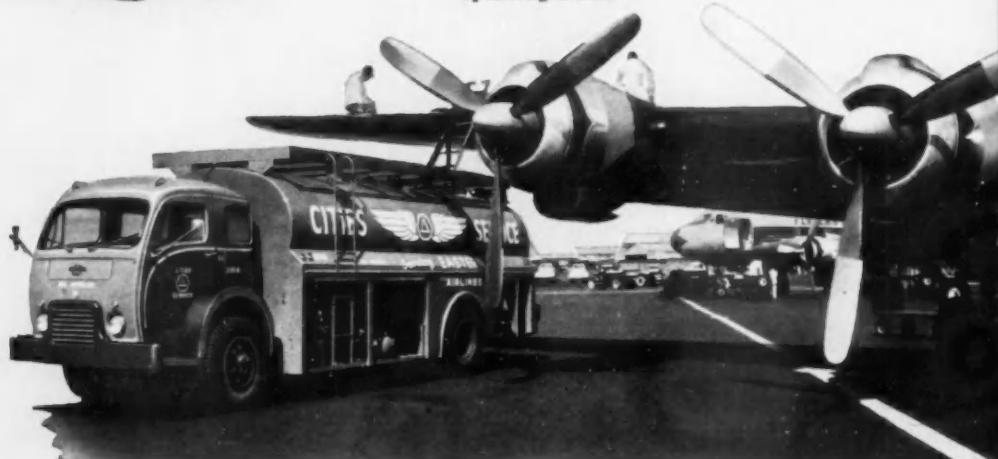


White Builds a Complete Line of Trucks and Tractors for the Petroleum Industry

The White 3000 trucks with the power-tilt cab for petroleum, fuel oil, airport refueling, special product tankers and special delivery bodies.

White 3000 and conventional tractors for tankers used in every division of the petroleum industry.

White and Autocar for equipment hauling and oil field service . . . all engineered to exact operating needs.



TRUCKING INDUSTRY . . . IS ONE OF OUR **SPECIAL TALENTS**

Today's modern White Trucks climax many years of truck pioneering—with one objective: building trucks that do more work, in less time, at lower cost.

For example, in every phase of the petroleum industry, this engineering skill pays extra dividends because White Trucks are engineered for the job—for maximum efficiency. On this page is a sampling of a few modern applications of Whites for bigger payloads, maximum equipment utilization and longer and more dependable truck life. It's the same for any specialized truck need.

Your White Representative has a worth while story to tell about the complete line of Whites—engineered to today's operating needs for your business.

THE WHITE MOTOR COMPANY
Cleveland 1, Ohio

**White Trucks will do the same for your business—
Why not call your White Representative . . . Now!**



**... Greatest Name
In Trucks**

New Products

Continued from Page 174

Anti-Stall Device

from Rochester Products Division Gen. Motors Corp., Rochester 3, N. Y. overcomes rough engine idling and stalling caused by high under-hood temperatures. Called the Carb-AIRator, it is designed for use on any car

or truck regardless of make. The unit is attached to the carburetor, and under high temperatures allows extra air to pass through the engine to compensate for extra richness caused by fuel vaporization. This is done by a thermostatically controlled valve which opens an air bleed to the manifold. At low air temperatures, the valve closes and the unit is inoperative. Unit is particularly suited for use on fleets operating in heavy traffic or where prolonged idling causes extra fuel to vaporize and pass through the engine.

Hydraulic Truck Crane

from Stanco Mfgs. & Sales, Inc. 1666 Ninth St., Santa Monica, Cal. requires as little as 10 inches of space behind the cab for mounting. Called the Hiab Model No. 290 "Bimbo" Crane, it weighs 865 lb complete. It is one-man operated, has controls from either side of the cab. Because



the "FLUSH" side-door

LETS YOU CARRY MORE

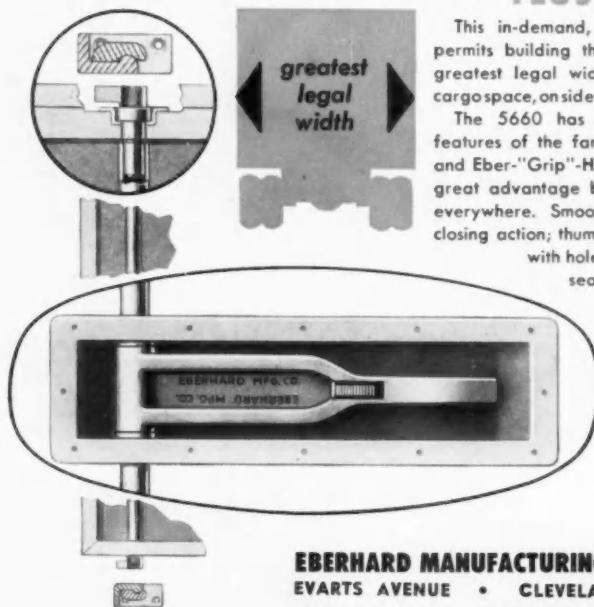
...thanks to EBERHARD'S'

5660 FLUSH type lock

This in-demand, flush type lock permits building the vehicle to the greatest legal width for maximum cargo space, on side door installations.

The 5660 has all the popular features of the famous "Clampite" and Eber-Grip-Hard locks used to great advantage by body builders everywhere. Smooth, positive cam closing action; thumb trigger release with hole for padlock and seal are a few of the valuable features of 5660. Right and left hand models.

Write For
The Catalog.



EBERHARD MANUFACTURING COMPANY
EVARTS AVENUE • CLEVELAND 4, OHIO
Division of the Eastern Malleable Iron Company



of its small size, it can be mounted on light trucks. Lifting capacity is 2200 lb with a 6-ft boom and 1100 lb on the full boom of 11 ft 6 in. Crane swings in a 200° or 360° arc, and lifts 18 ft 4 in. from the ground.

Metal Seam Patch

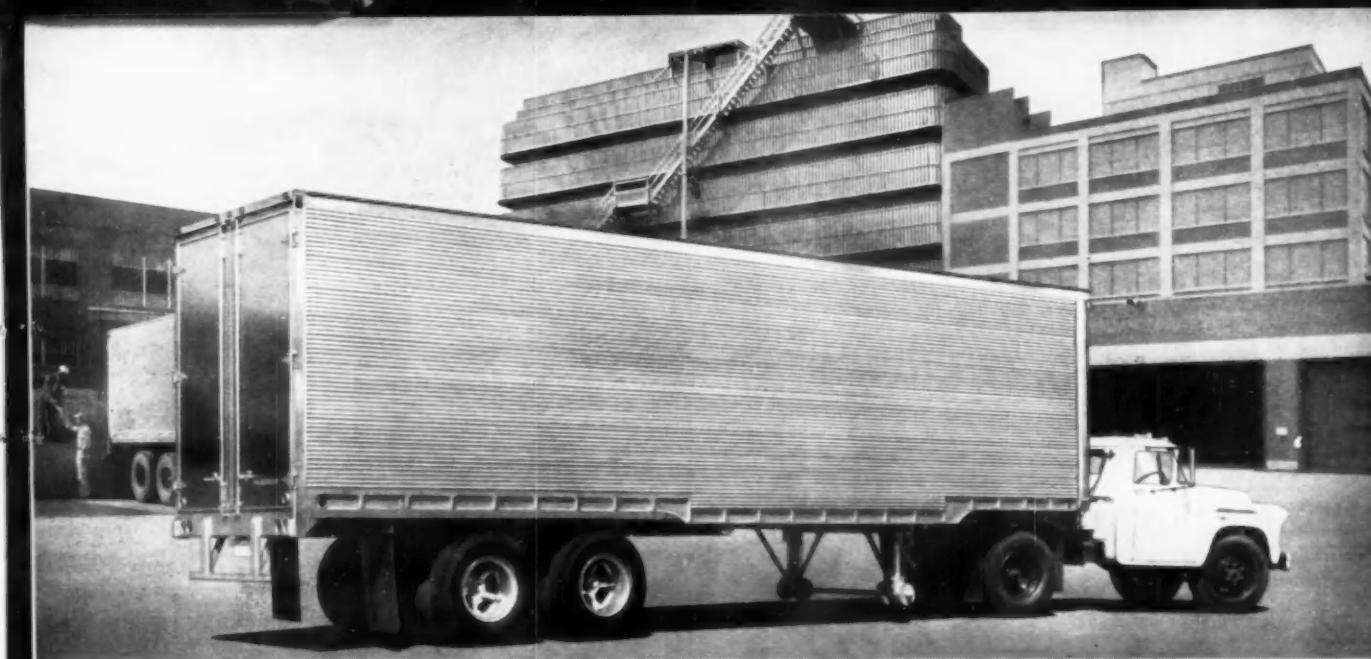
from Haartz-Mason, Inc.
270 Pleasant St., Watertown, Mass. is for stopping water leaks through metal-top trailer seams. The kit, called Nylo-Flex, contains neoprene-coated nylon tape and urethane foam. It is engineered to weather-proof leaky seams for the life of the trailer or until a new roof is required for some other reason. Primer and cement are first applied to the leaky seam, then a strip of urethane foam and the neoprene-coated nylon tape. This type of repair permits both foam and tape to "see-saw" with the over-the-road motions of the plates in the trailer top while still making a weather-proof seal.

(TURN TO PAGE 180, PLEASE)

Cargo-Coach Combination



Great Northern Railway has placed five of these "Cargocoaches" into service to take the place of little-used rail routes. Built by the Crown Coach Corp., Los Angeles, Cal., the "Cargo-coach" hauls 20 passengers up front and has a 915 cu ft of cargo space in the rear. Engine is mounted amidships under the floor. GVW is 50,000.



NEW FRUEHAUF STAINLESS

The Low-Cost, Profit-Proven, Lifetime Trailer For Profit-Conscious Carriers!

Among vans ...

Its usable life is longer,

Its structural strength is greater,

Its shell is permanently brighter
and more handsome.

As a result ...

Its earning power is higher,

Its cost of upkeep is lower,

Its trade-in value is bigger.

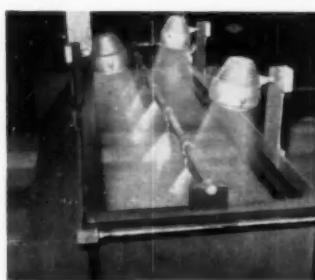
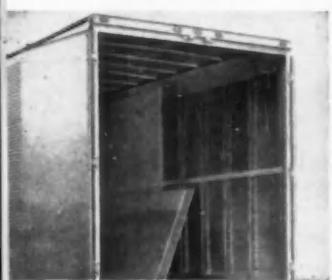
THESE FEATURES MAKE THE NEW, TORTURE-TESTED STAINLESS RUGGED AND PROFITABLE

TWO-WAY SIDEWALL STRENGTH—
Quarter inch horizontal corrugations and
hat shaped stainless posts, all electroni-
cally welded together, create two-way
rigidity plus very light weight.

THOROUGH WATER TESTING—
Every inch of the exceptionally sturdy
roof is subjected to severe tests with
torrents of water and brilliant light
to assure leak-proof performance.

HUSKY, HEIGHT-SAVING FRAME—
Shallow but wide and sturdy cross-
members provide a low floor and brute
strength. Straight frame with 2 1/4" coupler
is available for extra capacity.

SIMPLIFIED REPAIR—Panel tears can
be patched speedily and easily with
standard tools in your own shop, and
major repairs are economically made
by any Fruehauf Branch.



For Forty-Four Years
—More Fruehauf
Trailers On The
Road Than Any
Other Make!

World's Largest Builder of Truck-Trailers

FRUEHAUF TRAILER COMPANY

10940 Harper Avenue • Detroit 32, Michigan

★ SEND FREE ILLUSTRATED DETAILS AT ONCE ON THE NEW
"LIFETIME STAINLESS," AVAILABLE FOR PURCHASE OR LEASE!

Name _____

Company _____

Address _____

City _____

State _____

New Products

Continued from Page 178

Multi-Purpose Tire

*from The General Tire & Rubber Co.
Englewood and Holmes Aves.,
Akron, Ohio*

gives maximum traction with long tread life. Called the Super All Grip, it is for both summer and winter use.

Tread has two center riding ribs flanked by angled cleats and open channels for traction.

Automotive Headlamp

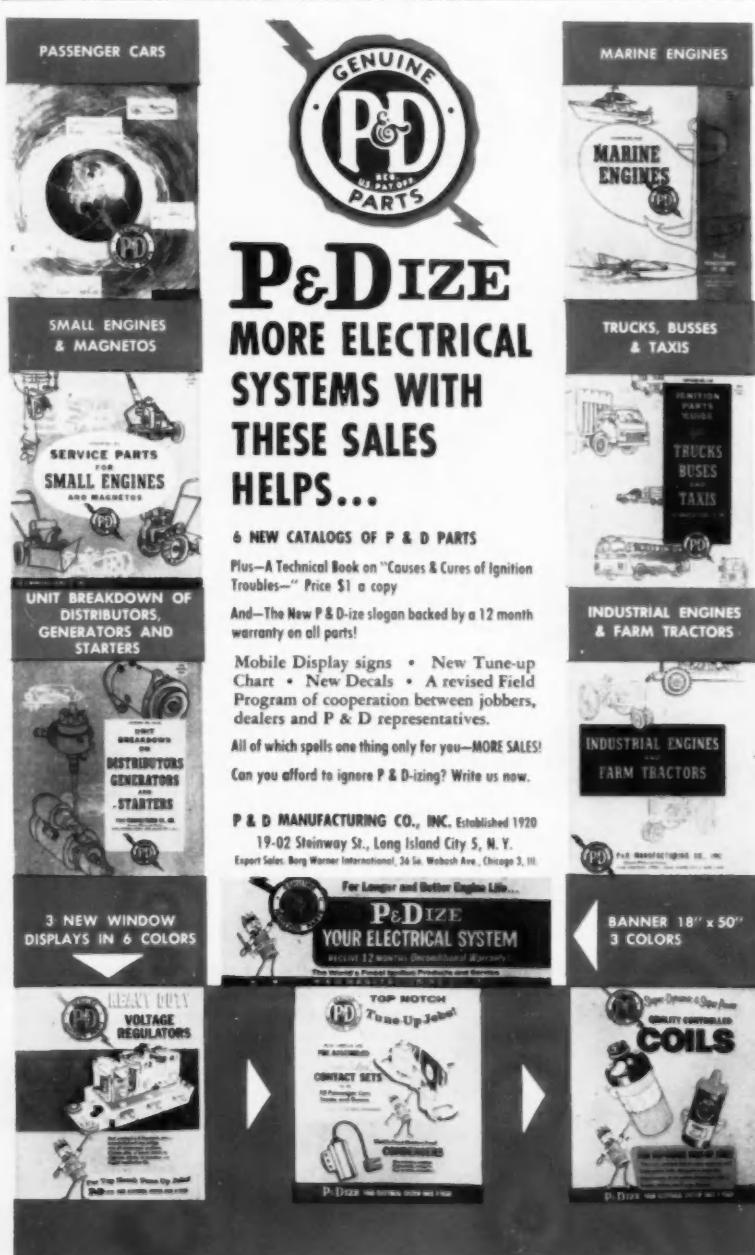
*from Miniature Lamp Dept.
General Electric Co.
La Park, Cleveland 12, Ohio*

features a built-in "spotlight" in the lower beam and is made specifically for vehicles which do not have the four-headlamp system. GE says the new headlight raises the lighting

standards of two-headlight vehicles to 1958 standards. Built-in spotlight feature gives much more light further down the right shoulder of the highway where it is needed. Named the Suburban Headlamp, it is available in both 6 and 12 volt models and is interchangeable with any standard sealed beam unit.

Cold Parts Cleaner

*from Permatex Co.
Huntington Station, New York, N.Y.*
dissolves and washes away hardened
coatings of varnish, carbon etc. It is
an immersion type, water sealed
cleaner which comes in a six-gallon
container with a steel parts basket.



The new solvent is said to be 60 per cent more effective than gasoline and kerosene dissolvents. Water seal prevents evaporation of the cleaner and also acts as a rinsing agent. Permatex says the new cleaner will not discolor or harm metal parts.

(TURN TO PAGE 182, PLEASE)

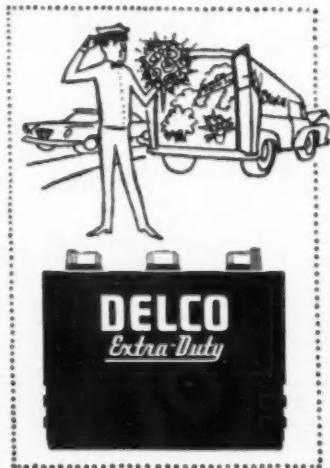
New White-Freightliner



Featuring a 116-in. wheelbase with a 51-in. cab, this White-Freightliner is made for fleets operating "doubles." The Model No. WF5142T weighs 9965 ready to roll and has a Cummins NHB engine. It can pull two 25-ft trailers within the 60-ft limit states.



A WEDDING WITHOUT A BOUQUET?



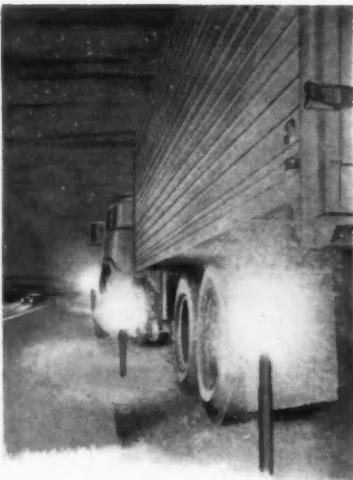
The bride has every right to complain, and so have many other irate customers who are waiting for flowers that can't be delivered on time. Everybody loses when a truck battery fails—that's why it pays to protect your fleet and your customers with Delco Extra-Duty batteries. Backed by General Motors and Delco, this battery has what it takes, and proved it during grueling endurance tests at the GM Proving Grounds. And out on the road where cost is as important as dependability, truckers have found that the Delco Extra-Duty provides the lowest cost per mile of operation. What more could you ask for in a truck battery? Delco has more. A long term warranty that's good all over the U.S. and Canada. So why take a chance? Protect profits by choosing Delco, wet or dry charge, the No. 1 battery in America.

QUALITY BUILT BY DELCO-REMY

AVAILABLE EVERYWHERE THROUGH INDEPENDENT DISTRIBUTORS ASSOCIATED WITH...



ON CBS TV—"HIGH ADVENTURE WITH LOWELL THOMAS." ON CBS RADIO—LOWELL THOMAS NEWSCAST



**Quicker Starting,
Better Performing**

KILGORE



Provide

**SAFETY, LIGHT, CONVENIENCE
for Highway
Night-Time Emergencies**

A pitch-black night . . . a heavily-traveled highway . . . a stalled, unlighted truck . . . a rapidly approaching car . . . all stage props for a serious, costly accident. But, with Kilgore Flares placed ahead, alongside and behind the truck, the oncoming motorist is aware of lurking danger.

Kilgore Automotive and Truck Flares perform in all kinds of weather. Faster starting . . . candle power substantially exceeds minimum requirements . . . convenient, sturdy wire stand or spike . . . plastic plug for greater rigidity. Equip your fleet with Kilgore Automotive and Truck Flares. See your Kilgore dealer.

Kilgore, INC.
INTERNATIONAL FLARE SIGNAL DIVISION
Westerville 2, Ohio



New Products

Continued from Page 180

Garbage Loader

from Stratton Equipment Co.,
2030 East 105th St., Cleveland 6, Ohio
is designed to replace the tailgate on a dump truck without interfering with dumping or ordinary use of the truck. A worm revolving in the tube

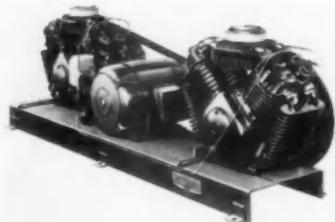


crushes the trash and at the same time drives the load against a deflection plate pushing it to the front of the body. Power for the Hydro-Garbage Loader is supplied from the power take-off on the truck transmission through a hydraulic pump and motor.

Large Air Compressor

from The DeVilbiss Co.
Toledo 1, Ohio

displaces from 96.4 to 129 ft of air per minute. Powered by a 20 or 25 hp motor, the double compressor is available in 125 or 175 lb capacities. It



is equipped with pressure switch and magnetically controlled unloader. A magnetic starter with selector switch permits automatic start-stop operation or constant speed unloading.

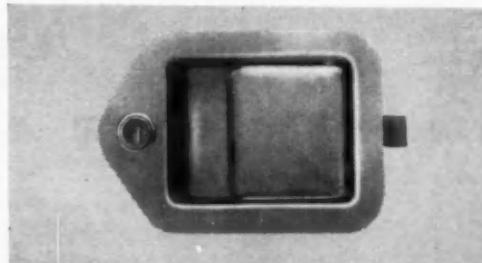
Diesel Fuel Filter

from Fuel Injection Division
Hartford Machine Screw Co.
Hartford, Conn.

has spiral paper construction to give maximum filter surface area within minimum dimensions. It has approximately 560 sq in. of filtering area. Elements are changed by hand with-

(TURN TO PAGE 186, PLEASE)

NEW CLEVELAND "UNIVERSAL" FLUSH LOCK



2315A

2315B

Cleveland FLUSH LOCK for light doors, compartments, utility, all single point flush installations

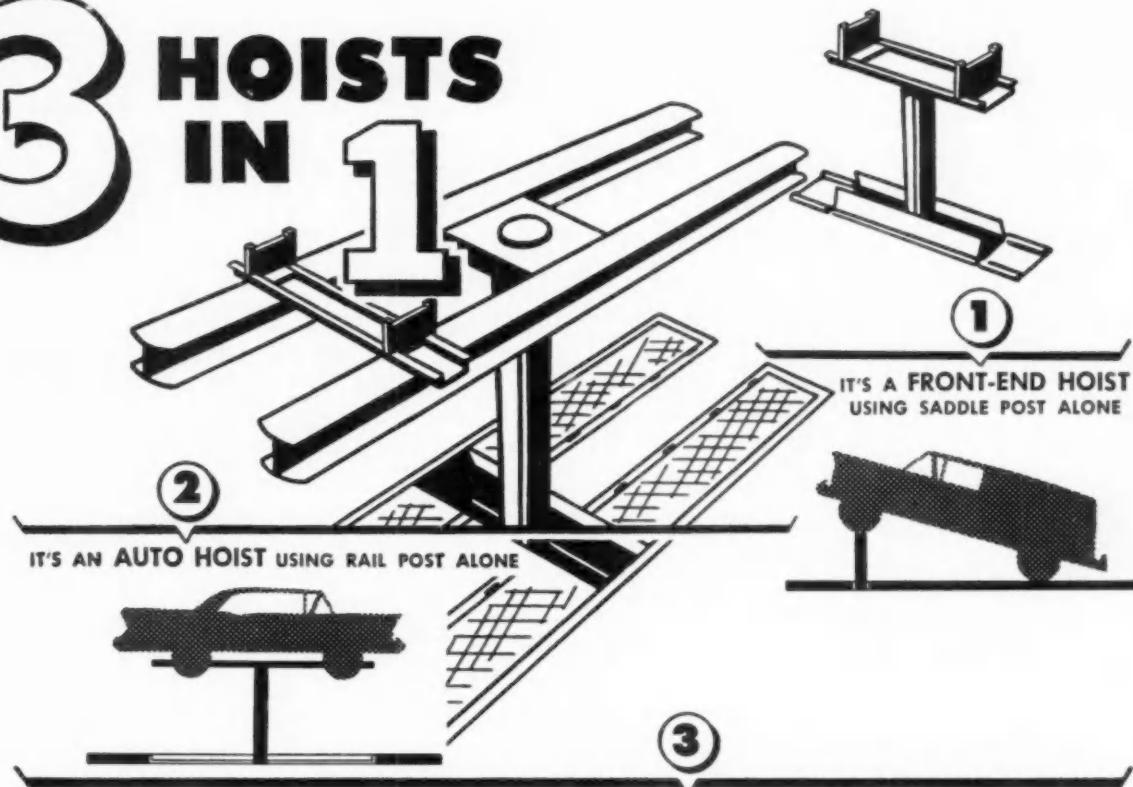
- Now, Cleveland offers automotive manufacturers and body builders a new flush-mounting, single point utility lock that is universal in application—no right or lefts to order and stock. One pattern fits anywhere!
- Extra strength—FLUSH LOCK features a two-finger action on a forged bolt for durability. Positive performance—bolt cannot move independently of lock handle.
- Replaceable handle and fewer parts reduce service problems. Streamlined design adds to appearance.
- FLUSH LOCK is available cadmium plated or plain, ready to install, in two models—2315A with key lock, 2315B without key lock.
- Write for full details to Forge and Fittings Division, H. K. Porter Company, Inc., 3270 East 79th St., Cleveland 4, Ohio.

H. K. PORTER COMPANY, INC.

FORGE AND FITTINGS DIVISION

Cleveland Forge Works

3 HOISTS IN 1



FOR **ECONOMICAL**
FLEET SERVICING
FOR **PROFITABLE**
TRUCK REPAIRING

Whether in fleet shops, dealer shops or repair garages, SLR Hoists meet every requirement. As each post can be used independently, these Globe Hoists handle practically anything on four wheels and provide a flexibility of operation that keeps costs at a minimum. In addition, SLR's give ample underbody working space so that more jobs can be done better . . . faster.

Easy to install, economical to operate, Globe "Universal" SLR Hoists operate on compressed air or with a Globe Electric-oil unit. Lifting capacity is 20,000 lbs. Other models up to 40,000 lbs.

Whether you need one SLR or a battery . . . whether you service only trucks, or a combination of trucks and passenger cars, Globe SLR Heavy-Duty Model Hoists will promptly prove their versatility and improve your profit picture!

Write today for complete information to Globe Hoist Company, East Mermaid Lane at Queen Street, Philadelphia 18, Penna.

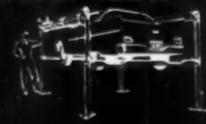
GLOBE
THE BEST LIFT®

SLR
2-POST HEAVY-DUTY MODEL

TRUCK HOISTS

PLANTS: DES MOINES—PHILADELPHIA—LONG BEACH, CAL.

WORLD'S MOST COMPLETE LINE OF AUTOMOTIVE AND HEAVY-DUTY TRUCK HOISTS



This "Automatic Brain" turn of the wheel

- Saves \$250 a year on clutch and brake repairs alone for Chicago fleet operator.
- Does 10 hours' work in an 8-hour day for Midwest sawdust company.
- Saves \$700 a year on axles and clutches for New Jersey dump-truck operator.
- Covers 100 extra miles a day for Michigan car-hauler.
- Proves performance — Missouri fleet operator tries 2, buys 80 in 18 months.

Allison

saves you money every

Now available in

DODGE



and

GMC

*— the Allison Fully Automatic Truck Transmission
pays for itself within the first twelve months of truck operation*

IF YOU want a truck with *both* brains and brawn, get a Chevrolet, Dodge, Ford or GMC truck equipped with an Allison Automatic Transmission — and watch your profits start piling up.

For the Allison Automatic is more than just a truck transmission — it has an "Automatic Brain."

And because it *automatically* selects the right gear for every combination of load, grade and speed, it can boost engine life 33½% and more — cut trip time an average of 18% — give you big maintenance savings on drive shafts, axles, and the entire drive line.

But that's just the beginning of the savings you'll make with the "Automatic Brain."

You'll cut brake relining and maintenance as much as 50% because the hydraulic retarder takes over from service brakes for almost everything but full stops — eliminate engine disconnect clutch adjustment, repair and replacement because all clutching is auto-

matic — get greater fuel economy with the direct-drive lockup in every forward gear.

Driving with this automatic transmission becomes a pleasure, not a chore. Driver recruitment is easier, training faster. What's more, you can get extra tire mileage from the smooth transmission of power to the tread. And safety records improve because your drivers keep their eyes on the road and their hands on the wheel while the "Automatic Brain" does the shifting.

You can get the transmission with the "Automatic Brain" in Chevrolet, Dodge, Ford or GMC medium and heavy-duty trucks, tractors, school buses and other special-purpose vehicles. It's also available as an integrated engine-transmission power plant with Chrysler and Ford industrial engines.

For the full story on the "Automatic Brain" see your Chevrolet, Dodge, Ford or GMC truck dealer or write:

ALLISON DIVISION OF GENERAL MOTORS, Indianapolis 6, Indiana

FULLY AUTOMATIC TRUCK **Transmissions**



**WASHING
TIME?**
**10 Minutes
Per Truck!**



No. 240 Oblong
11" back, 60" handle

\$1245
EACH
EITHER
STYLE

No. 250 Round
5½" diameter
back, 60" handle

SPEED WASH
FOUNTAIN BRUSH

More trucks, buses, trains are washed with Speed Wash Fountain Brushes than any other. No wonder—with Speed Wash one man can do the work of two faster, better. Speed Wash tufts are 50% Nylon—50% Horsehair bristles—cannot mat or tangle. Only Speed Wash has tufts that cannot come out, cannot come loose. Only Speed Wash outlasts ordinary brushes 3 to 1.

**ORDER TODAY!
ON OUR GUARANTEE**



MILWAUKEE DUSTLESS
BRUSH COMPANY
530 N. 22nd St., Milwaukee, Wis.

Please ship the following:
Quan. Item
 240 OBLONG SPEEDWASH
 250 ROUND SPEEDWASH

NAME _____
ADDRESS _____
CITY _____ STATE _____

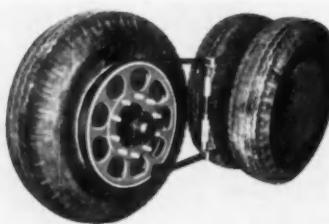
New Products

Continued from Page 182

out disconnecting fuel lines. A spring loaded seal blocks off the passage to the injection pump preventing dirt from entering it, or fuel from feeding back from it. Named the Roosa Master fuel filter assembly, it is impossible to run the engine with the element removed or installed incorrectly. The size of the filter permits installation in places where many filters can not fit.

Tension Meter

from Dayton V-Belt Drive Co.
3615 Blake St., Denver, Colo.
is for measuring the tension of V-belts on tandem drives. It is placed



on the V-belt between the tandem axles and tightened by hand. An indicator shows if the tension is correct or not. Named the Tension-O-Meter, it is used without removing the wheels. With the meter, the maker says V-belts can be kept at proper tension resulting in longer life and more efficient operation.

Flared Brake Drum

from The Budd Co.
12141 E. Charlevoix Ave.,
Detroit 14, Mich.

fits trailer axles and gives better braking and longer brake lining life. A bell-like extension at the open end of the drum, when mounted, extends beyond the wheel and dust shield into the air stream under the truck. As a result, brake cooling is much faster. Ribs on the extension give added strength. The drum fits the Fruehauf No. 5 axle and standard Timkin, Shuler and Standard Forge Trailer axles using 16½ by 6 in. or 7 in. brakes.

(TURN TO PAGE 188, PLEASE)

Classified Advertisement

WANTED: USED GM51-71-110 Diesel Injector Parts. Al. 7120 Carnegie Avenue, Cleveland 3, Ohio.

RMC
SPECIALIZES
in Automotive
VALVES
and
VALVES
ONLY!



- Suppliers to Original Equipment Since 1908.
- Featuring: 2 piece (Bi-Metal) Exhaust Valves.
- Heat Banded, Stellite Faced and Aluminized Heavy Duty Valves.



**THIS TRADE MARK
GUARANTEES YOU
"SPECIALIZED" QUALITY**

rmc has specialized, for a half century, in making nothing but valves for the automotive industry. That's why **rmc** valves give more mileage and better performance under every operating condition. Take advantage of this "Specialized" quality—insist on **rmc** valves.

COMPLETE COVERAGE VALVE TRAIN PARTS

VALVE SPRINGS	ROTATOR VALVE
VALVE LOCKS	KITS
VALVE GUIDES	VALVE SPRING
VALVE SEATS	INSERTS

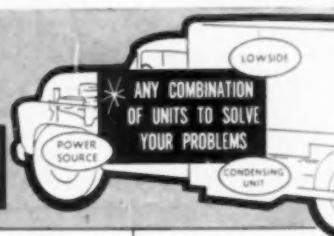
Warehoused in all principal cities.
Sold by leading Replacement Parts
Wholesalers everywhere.

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WRITE TO

RICH MANUFACTURING CORP.
BATTLE CREEK, MICH.

KOLD-HOLD®

TRUCK REFRIGERATION



MARK
mechanical

CROWN
hydraulic

MILKSES
retail milk

CREST
packaged condensing unit

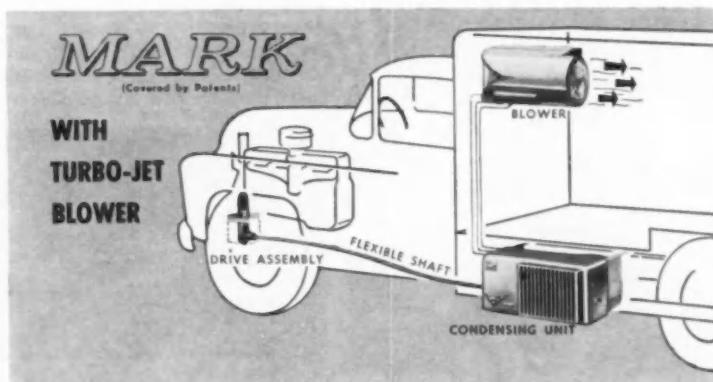
BLOWERS
hi and low temp

PLATES
quick action and hold-over

ALL THE REFRIGERATION YOU NEED... and more too!

The complete KOLD-HOLD line provides the right combination of drive, condensing unit and plates or blower to produce and maintain required body temperatures for each individual truck and type of service. You get all the cooling power needed without paying for more equipment than is required to do the job. KOLD-HOLD systems can be tailored to meet a variety of body temperatures (from -10 to +60 degrees), frequencies of door openings, lengths of routes and other requirements.

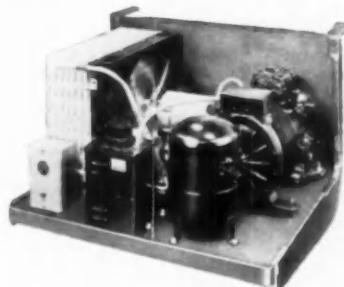
Your KOLD-HOLD representative is well qualified to help you with your specific truck refrigeration problems. Backed by KOLD-HOLD experience of over 25 years in engineered truck refrigeration and equipped with Ranchero demonstrators which can bring operating units to your door, he can show you how KOLD-HOLD systems will give you better product protection at lower overall cost.



This combination of the mechanically driven MARK condensing unit with a TURBO-JET blower produces exceptionally fast temperature recovery after door openings and is the ultimate in weight savings. It is recommended for milk, meat and any trucks which require temperatures from 40° to 60°.

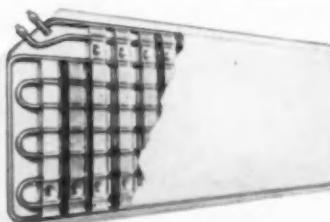
The flexible shaft drive is highly efficient and trouble free. In fact, the entire MARK unit has proven its efficiency, dependability and serviceability in thousands of trucks in the field. From its corrosion resistant finish to its aircraft-type base construction it was designed and built for rugged durability. Unique "Swing-Down" design permits fast, easy servicing. The unit is mounted on the chassis rail with brackets. No holes to drill. Condenser unit swings down to expose all parts. No special compartments are needed.

TURBO-JET blower design produces movement of more air through the coils and more effective air movement through the truck body than other blowers of comparable size for faster "pull down." It also features automatic defrost without temperature "upswing" during the defrost cycle.



A NEW COMPLETE-PACKAGE CONDENSING UNIT

The KOLD-HOLD CREST condensing unit was specifically designed for freezing "Hold-Over" plates in a parked truck on "stand-by" or over night. You simply plug it into an electrical outlet. Complete with cover and ready for mounting on the truck chassis rail, the unit eliminates the need for hand-building a special compartment or "dog-house" and provides economy and ease of installation. Its "slide-out" base unit makes servicing easy.



HOLD-OVER PLATES

These streamlined plates give maximum refrigeration through full eutectic capacity and exceptionally effective air flow. Internal fins spread heat absorption qualities over the entire surface areas on both sides of the plates. Patented perimeter freezing permits complete filling of the plates without danger of strain on the seams during freezing. You get more hold-over refrigeration with less weight.

WRITE TODAY FOR
FREE CATALOG NO. 58

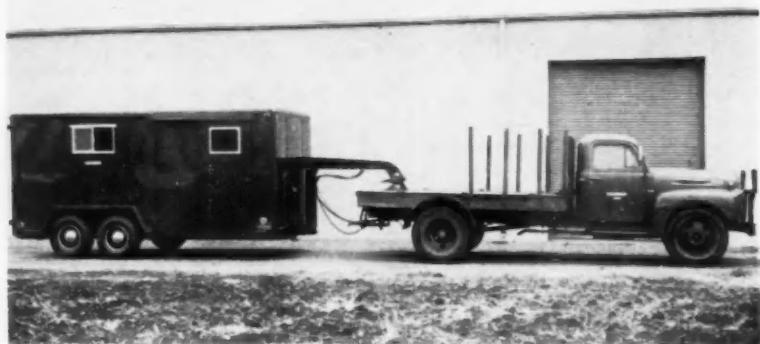


KOLD-HOLD®
division

Tranter Manufacturing, Inc.
230 E. Hazel St. Lansing 9, Michigan

Man-Hole House

This unique trailer was built by the Locomotion Engineering Co., San Francisco, Cal., for San Francisco's Pacific Gas and Electric Co. The trailer floor has an opening the size of a man-hole cover. In use, it is pulled directly over the man-hole. A degassing machine draws out fumes so that men can work directly from the trailer through the hole in the floor. Used as a cable splicing unit, it's worked out very well.



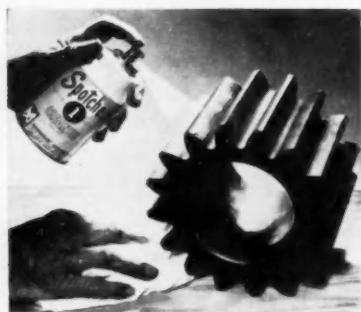
New Products

Continued from Page 186

Dye Penetrant

from Magnaflux Corp.
7300 West Lawrence Ave.,
Chicago 31, Ill.

now is available in nonflammable and high flash formulations. Called Spotcheck, it comes in pressurized cans



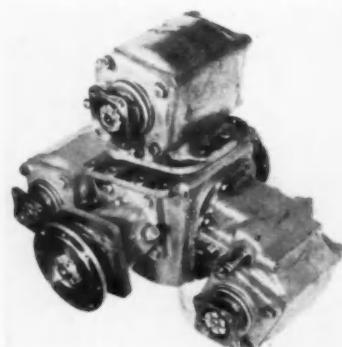
and is used to locate cracks or flaws in castings, tools and heat-treated forgings.

Aluminum Gladhand

from Berg Mfg. & Sales Co.
1712 S. Michigan Ave., Chicago 16, Ill.
has stainless steel reinforcement at stress points to make it last longer. An optional feature includes a safety lock with a spring loaded pin which falls into an opening in the mating gladhand when the two are properly coupled. Aluminum alloy construction makes the unit rust-proof.

Split Shaft PTO

from Chelsea Products, Inc.
Chelsea, Mich.
transmits full engine power to accessory equipment which usually re-



quires an auxiliary engine. As illustrated up to three power take offs can be mounted at one time and can be operated individually or all at the same time with the truck standing or in motion. It can be installed anywhere between transmission and differential.

Piggy-Back Generator

from Forney Generators, Inc.
Fort Collins, Colo.

supplies 2000 watts AC for emergency use or as an auxiliary power supply. The generator will operate simultaneously a 1/2-in. electric drill, and 18-in. chain saw and a heavy duty soldering iron, says the maker. Generator



is driven by the engine fan belt, has a service outlet and voltmeter to permit engine operation at proper speed for the output required.

(TURN TO PAGE 190, PLEASE)

Second Quarter 1958 Intercity Truck Tonnage

By Regions

Region	Second Quarter 1958*	Second Quarter 1957*	Per Cent Change
New England	3,887	4,075	-4.6
Middle Atlantic	14,852	15,986	-7.1
Central	19,083	20,870	-8.6
Southern	9,436	9,288	+1.6
Northwestern	3,833	3,491	+9.8
Middlewestern	4,526	4,437	+2.0
Southwestern	6,402	6,239	+2.6
Rocky Mountain	3,031	2,526	+20.0
Pacific	7,544	7,647	-1.4
United States	72,592	74,558	-2.6

By Commodities

Commodity	Second Quarter 1958*	Second Quarter 1957*	Per Cent Change
General Freight	34,875	35,853	-2.2
Household Goods	315	312	+1.0
Heavy Machinery	703	812	-13.4
Liquid Petroleum	18,098	17,591	+2.9
Refrigerated Solids	711	714	-0.5
Refrigerated Liquids	379	429	-11.5
Agricultural Commodities	965	964	+0.1
Motor Vehicles	2,195	3,129	-29.9
Building Materials	1,978	1,996	-1.0
All Other	12,373	12,957	-4.5
Total	72,592	74,558	-2.6

* In thousands of tons. Covering 2135 ICC Class 1 and 2 intercity common and contract motor carriers of property as reported by ATA Research Dept.

START GETTING NEW LOW-COST FLEET PERFORMANCE TODAY WITH FIRESTONE TRUCK-BUS BATTERIES!



Here are six big reasons why Firestone's truck-bus battery "extras" will cut operating costs, deliver new economy to fleet owners:

- High capacity ampere ratings exceed S.A.E. and A.A.B.M. specifications
- Hard rubber case assures longer life, greater resistance to road shock, high temperature, and distortion
- Extra-life power grids assure even, efficient current distribution, resist overcharging and corrosion
- Extra-height posts make it easy to install cable terminals without danger of breaking battery cover
- All-rubber separators offer extra protection from vibration, temperature extremes and acid attack
- Splash-proof caps release gas but trap and return acid spray safely to cells.

From its generous reserve of electrolyte to the protective rubber bushing on terminal posts, Firestone "extras" set the pace for low cost-per-mile in any wiring plan. See your Firestone representative, or write The Firestone Tire & Rubber Company, Akron, Ohio.

GO **Firestone**

All the Way with



BRAKE LINING



TIRES



SPARK PLUGS



BATTERIES

Copyright 1958, The Firestone Tire & Rubber Company.

Enjoy the Voice of Firestone on ABC television every Monday evening.

New Products

Continued from Page 188

Portable Heater

from Stow Mfg. Co.
38 Shear St., Binghamton, N. Y.
is a recirculating oil-fired unit designed primarily for construction fleet use. Once the operator sets the temperature by the thermostat dial, it automatically turns the heat on and off to maintain a constant tempera-



ture. The portable heater is made in six different sizes ranging from 100,000 Btu's to one million Btu's per hour output. It is an electric ignition system similar to an oil burner, and a fan to circulate the hot air. Plug in the unit and it's ready to go.

Filter Warning System

from McQuay-Norris Mfg. Co.
2320 Marconi Ave., St. Louis 10, Mo.
is for use with dry-type air cleaners. It consists of a vacuum switch that actuates a dash light when the cleaner becomes clogged and excessive vacuum builds up in the intake manifold. It can be mounted in any position and will operate in temperatures up to 250°F.

Repair Stand

for Manzel Div., Houdaille Industries
315 Babcock St., Buffalo 10, N. Y.
is for servicing heavy truck engines, differentials and transmissions. For handling engines requiring dual support, the stand has an outboard support. Named the Manzel Twin-Post repair stand, it also features a brake-type positioning lock which permits positioning the load in any position for easier working.

Gear Lube

from The Middle States Oil Co.
1103 West 11th St.,
Cleveland 13, Ohio
is compounded of heavy petroleum resin fortified with a sulphur-chlorine phosphorous hypoid additive blend. It is said to contain no lead. The all-purpose, heavy-duty gear lubricant performs successfully without break-

down or gumming in hot transmission and high speed rear end use. It is reported to provide more film strength than most conventional EP products including the leaded types. Called Presto AP, it is available in three viscosities, No. 90; No. 140; and No. 250. Presto No. 140 is said to be safely used the year round without need for seasonal change.

Portable Steam Cleaner

from Vapor Heating Corp.
80 E. Jackson Blvd., Chicago 4, Ill.
has an output of 200 gal per hour and reaches 100 psi full operating pressure in three minutes. Called the Upgrader Model 200, the unit heats, sterilizes and de-ices and has a four hour operating capacity without refilling. Both natural gas and fuel oil-fired models are available.

Marker Light

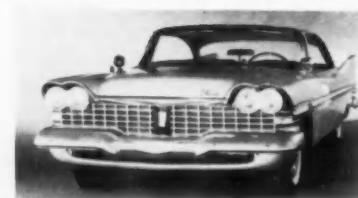
from Arrow Safety Device Co.
Georgetown 12, Del.
is designed for installation on thin-wall trucks where protruding sockets in the cargo area must be eliminated. The Arrow Model No. L48 is 15/16 in. overall at its widest point and has no sockets that protrude outside of the light body. Mounting plate is for universal replacement with two or four hole installation.

"Fury V-800" is Now Standard V-8 for '59 Plymouth Cars

CHRYSLER'S "Torsion-Aire" suspension is standard on '59 Plymouth cars. Offered as an extra-cost option are air leveling units to give automatic self-leveling for cars carrying extra-heavy loads in rear compartments. (For details on "Torsion-Aire" improvements, see Dodge passenger car article in this issue.)

Six-cylinder, 230-cu in. engine has 3.25 x 4.63 bore and stroke with 8 to 1 compression ratio. Improvements include higher alloy steel in exhaust valve seats, new tappet chamber baffles to reduce oil consumption, hardened camshaft sprocket, wider timing chain, higher oil pressure, greater

capacity oil pump, larger main bearing area.



Standard V-8 is the "Fury V-800." It has a new cam-shaft to give better low-speed torque, high speed "breathing." Modified intake manifold heat crossover shortens engine warm-up time.

Bore and stroke is 3.91 x 3.31 with 318 cu in. displacement and 9 to 1 compression ratio. Two-barrel carburetor is standard. A "Super-Pak" with four-barrel carburetor, dual exhaust and special camshaft is available as an option.

Biggest Plymouth engine is the "Golden Commando" V-8. It includes four-barrel carburetor, dual exhaust, dual breaker distributor, special camshaft, heavy-duty valve springs and dampers. Displacement is 361 cu in. with 10.1 to 1 compression ratio and 4.12 x 3.38 bore and stroke.

Incidentally, Chrysler's big new 413-cu in. V-8 has a 10 to 1 compression ratio, 4.18 x 3.75 bore and stroke. As offered on the '59 Chrysler 300E, it includes two four-barrel carburetors, dual exhaust as well as special design camshaft, air cleaners, distributor, valve springs and dampers.



Hey, Mac—your rig needs

GRIZZLY SILVERTIP BRAKE BLOCKS

THESE ACTUAL PERFORMANCE REPORTS SHOW YOU WHY!

BRAKE BLOCK LIFE INCREASED 30%



Carolina Freight Carriers of Cherryville, N.C., operates a fleet of 730 units. Here's what the company's president, Mr. C. Grier Beam, has to say: "Grizzly Silvertip Brake Blocks give us 30% longer life. In addition, Silvertip blocks have improved braking performance, reduced drum scoring and drum wear and cut a big slice out of downtime."

BRAKE MAINTENANCE COSTS SLASHED!



Since switching to Silvertip Brake Blocks, M & G Convoy of Buffalo, New York, has reduced its accident rate, earned a big insurance discount. Says E. J. Hand, M & G's president: "Silvertip Brake Blocks insure longest possible drum life—in our case cutting drum replacements by 30%. Block replacement has been cut 50%. These savings, added to our reduction in insurance rates, add up to important money for us."

HERE'S "MORE FOR YOUR DOLLAR!"



Send for this book! You'll see the nine basic steps that lead to extra miles of braking safety with fleet-proved Grizzly Silvertip Brake Blocks. It's free . . . just write

't o G R I Z Z L Y

BRAKE DIVISION, Paulding, Ohio.

Request "More For Your Dollar."

Bear in Mind . . . Ask for

GRIZZLY SILVERTIP BRAKE BLOCKS

GRIZZLY BRAKE DIVISION, Paulding, Ohio

October News Roundup

Continued from Page 100

in most groups. One bad spot was 21.9 per 100,000,000 vehicle-mile death rate in the fourth quarter of '57 as compared to 19.7 in fourth quarter of '56. Third quarter '57 death rate was 14.8, an improvement over the 15.8 registered in third quarter '56. Third quarter accident rate per 100,000 ve-

hicle miles in '57 was 0.37 as compared to 0.41 in third quarter '56. For the fourth quarter, rate was the same both years—0.44.

Vehicle Makers Promote Safety

DETROIT—Vehicle makers spend some \$5 to \$6 million a year in engi-

neering research on components affecting vehicle safety, says Automobile Manufacturers Assn. This includes visibility, signalling, control, vehicle response, reduction of mechanical failure, reduction of passenger injury due to vehicle construction.

Perishable Transport Report

WASHINGTON, D. C.—Dept. of Agriculture has just issued a report covering transportation of fresh fruits and vegetables. Discussed are the amount and reasons for shifts from rail to truck. Distance studies are included. You can get a copy from Supt. of Documents, U. S. Government Printing Office, Washington 25, D. C. Ask for "Shifts in Rail and Truck Transportation of Fresh Fruits and Vegetables, U. S. Dept. of Agriculture Marketing Research Report No. 237." Price is 25¢.

FWD Surveys Costs

CLINTONVILLE, WIS.—Four Wheel Drive Auto Co. has a special cost cutting program underway. Called "value analysis," it will take a complete look at truck building operations with the object of reducing costs without sacrificing quality.

Livestock Transport Studied

PITTSBURGH, PA.—Pennsylvania Motor Truck Assn., through its Livestock Carriers Conference, has asked Federated Humane Societies of Pennsylvania to work with it in developing improved standards for hauling of livestock.

(TURN TO PAGE 194, PLEASE)

A Quick Dumper



Gar Wood's caster-mounted refuse container snaps on to a Load-Packer tailgate. It is hydraulically raised to the dumping position, then lowered to the ground where it is detached and rolled away. One man handles the entire operation. Standard containers can be adapted to fit the system.

**EXPERT
MECHANICS
WORK FASTER
WITH
K-D
TOOLS**

HEAVY DUTY Compressor. Speeds valve jobs on BIG bus, truck, tractor engines (L-head, valve-in-head). 3 prs. jaws plus adjustable plunger bar permit servicing longest, shortest valves. K-D No. 325.

K-D 325

SAFE, EASY battery handling. Quick acting screw with T-handle for fast operation. Grips securely for tilting, maneuvering in tight places. K-D No. 140.

For all widths of popular 6 and 12 volt batteries.

Standard Size Long Size

UNIVERSAL Cylinder Head Holder. Holds all sizes, rotates to any position for cleaning, servicing valves. For GM, Ford, Chrysler-built, plus others. K-D No. 175.

K-D TOOLS

Free Catalog, over 150 Tools. K-D Mfg. Co., Lancaster, Pa.

K-D Tools are built to last. In shops all over the nation you'll find K-D 380 Compressors still in daily use after 25 years service! See your Jobber.

Belden
WIRES - CABLES - CORDS
WIRE

Ask Your Belden Jobber

**Primary Wire
For the Hot Spots**

Engineered for use in the hot engine compartments. Silicone Rubber Insulation withstands extreme heat from exhaust, manifolds, and all other hot spots. Glass braid protects against fire, and nylon jacket resists effects of gasoline, oil, anti-freeze, and steam cleaning fluids.

**S.A.E. Types I and II
—A.T.A. Color Coding**

Now available in all standard A.T.A. colors! Tough Plastic Insulation with low moisture absorption; resists flame, oil, gasoline, grease, acid, fungus, and most solvents. Flexible at low temperatures — high dielectric — high temperature stability. Sizes 20 to 8.

S.A.E. Type II extra heavy-duty construction for all frame and exposed wiring requirements. Sizes 16 to 10.

**Neoprene Trailer Cable—
with A.T.A. Circuit Coding**

Two, four, six, and seven conductor flexible stranded cable for all electrical hook-ups between tractor and trailer—marker and clearance lamps, directional signals, stoplights, and auxiliary lighting. Neoprene sheathed to resist oil, grease, road tar, and weather.

**A/so Heavy-Duty Duplex Cable—
Battery Cable—Terminals—
Spark Plug Wire—Wiring Kits**

Belden
WIREDMAKER FOR INDUSTRY
SINCE 1902
CHICAGO

One Wire Source for
Everything Electrical
and Electronic

07FOLIB

Magnet Wire • Lead Wire • Power Supply Cords,
Cord Sets and Portable Cord • Aircraft Wires
Electrical Household Cords • Electronic Wires
Welding Cable • Automotive Wire and Cable

Spectacular Leasing

American Tobacco Co. has bought "spectacular" space on 1050 trailer trucks operating between the midwest and the eastern seaboard. Hit Parade cigarettes are to be advertised on both sides and the rears of the trailers. The trucks are part of a total fleet of 10,000 owned by 20 separate trucking companies. The firms were organized earlier this year into American Trailer Advertising, Inc. Rear panels are processed with "Scotchlite" to provide a 24-hour-a-day message and added safety.



TORQUE WRENCHES INSIST ON PERMANENT ACCURACY

Anything less than permanent accuracy is dangerous in a torque wrench—can be more dangerous than no torque wrench at all. For absolutely unvarying accuracy depend on the flexible beam "gauge test" type torque wrenches covered by U. S. Patent numbers: D-112,888 2,283,707 2,385,591 and identified by this familiar trade mark



Free...

Engine torque specification and application tips on: Automotive • Truck • Tractor • Marine • Misc. Write "Torque Wrench" Dept. 2000, Addison, Illinois

Look for these numbers and this trade mark, they are your assurance of long life and indestructible design.



Quality Tool Suppliers Handle These Flexible

Beam Torque Wrenches

Oct. News Roundup

Continued from Page 192

New City Maps Announced

WINSTON-SALEM, N. C.—Aero Surveyors, located here, has completed a 36-page book map of Winston-Salem and Forsyth County for use in speeding truck pick-up and delivery. Included is an 18 x 24-in. map of the area. This in turn is divided into 24 sections, each shown in greater detail in succeeding pages. There's also a complete street index. It's printed in five colors on special paper to make it long lasting. Next area to be mapped is Atlanta, Ga., and its surrounding four-county area. Eventual aim is to take in most major metropolitan centers.

Trucks Promote North Carolina

CHARLOTTE, N. C.—Contribution of truck fleets to the economic expansion of the 17-county southcentral area of North Carolina is the subject of a new booklet. It was developed and published by North Carolina Motor Carriers Assn. with the cooperation of American Trucking Assns. It was explained to 500 civic, industrial and governmental leaders at a special dinner here late last month.

Trucks Collect Atomic Trash

WASHINGTON, D. C.—Two New England fleet operators have been given OK by the Atomic Energy Commission to collect "low-level radioactive wastes." Walker Trucking Co., New Britain, Conn., and New England Tank Cleaning Co., Cambridge, Mass., have the equipment to handle the atomic waste in special containers, take it out to sea and sink it 1000 fathoms deep.

(TURN TO PAGE 204, PLEASE)



RAMBLER AMERICAN STATION WAGON



RAMBLER AMERICAN 2-DOOR SEDAN



RAMBLER SUPER SEDAN



RAMBLER CROSS COUNTRY
STATION WAGON

RAMBLER AMERICAN STATION WAGON

The new 100-inch wheelbase station wagon that costs less to buy and operate. Top economy, easiest handling and parking. Yet offers full 5-passenger room and spacious cargo area for samples and luggage.

RAMBLER AMERICAN 2-DOOR SEDAN

Public utilities and other fleet users who want an economical American-built automobile are switching to the Rambler American . . . room for 5-big passengers. Also available in 3-passenger business sedan.

RAMBLER SUPER SEDAN

The compact 108-inch wheelbase sedan that has shattered all sales records. Offers even greater economy in 1959. Costs less to buy and operate. And best top resale value, too. Rambler is the soundest Fleet Buy.

RAMBLER CROSS COUNTRY STATION WAGON

Sales and service fleet users, manufacturing companies, many types of businesses find the Rambler station wagon perfect for their needs. Lots of room for tools, samples and display materials.

WRITE OR WIRE

**FLEET SALES DIVISION
AMERICAN MOTORS CORP.**
DETROIT 32, MICH.

In 1959, More than Ever...

RAMBLER

Remembers the Fleet Operator

LEARN WHY THE NEW '59 RAMBLER IS THE SMART FLEET BUY

Now, more than ever before, it makes good sound business sense to switch to Rambler for your fleet requirements. For while other cars grow bigger, more expensive to operate, Rambler retains its smart compact size and offers even greater economy for 1959. Rambler is quality built, with many comfort and convenience features not available in other cars at any price. Rambler's Single Unit Construction means greater strength, safety and longer car life. And Rambler is tops in resale value among low price cars. Get all the facts that prove Rambler is your smart fleet buy for '59!

FLEET LEASING ARRANGEMENTS AVAILABLE

If your firm leases fleet units, ask your leasing company for low Rambler rates or write us for the names of leasing companies with whom we have working arrangements.

Now...to bring you

Champion announces opening of world's most modern



The engine laboratory area, heart of Champion's new center, has the most modern spark plug test facilities ever built. Able to handle the largest automotive gasoline engines made, these units even have hi-fi equipment for safely monitoring the sounds of an accelerating

or wide-open engine from behind bulletproof-glass windows. Here Champion tests newly developed engines to determine the exact spark plug needed for peak performance. When necessary, Champion designs a new plug specifically for an engine.

CHAMPION SPARK PLUG

COMMERCIAL CAR JOURNAL, October, 1958

even better performance...

Research and Engineering Center for spark plugs!

Champion has long been the leader in spark plug "know how." And now Champion's constant efforts to make its leadership even greater will have the benefit of the world's finest facilities for spark plug development

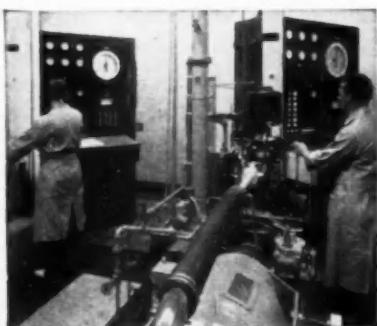
This month marks the official opening of the world's largest and most modern facilities for spark plug development—the new Champion Research and Engineering Center.

What do these new facilities mean to you? They mean that Champion will continue to have the "know how" needed to give your fleet the finest possible spark plug and ignition performance!

These new facilities are the finest in existence for the development of spark plugs. And Champion has the men who can get the most from them—the spark plug specialists of the world's largest research and engineering organization devoted exclusively to spark plugs. Champion has the

"know how" that produced, for example, the exclusive 5-rib Champion insulator that sharply cuts flashover shorting . . . the Powerfire electrode . . . and the auxiliary-gap plug that is so successful in solving problems of extreme fouling. And Champion produces the world's finest spark plugs, as proved by the fact that 18 out of 21 truck manufacturers—all manufacturers who are free to choose—choose Champion Spark Plugs.

The unbeatable performance that Champion offers you now—plus the promise of even better performance to come—are two of the best reasons in the world for always choosing Champion Spark Plugs—for any make of truck!



In one lab, specially designed test engines, precisely controlled and adjusted, are used to punish plugs with engine conditions far more severe than any found in actual use.



The electronics laboratory develops new instruments and methods for analyzing and checking problems of ignition and combustion as they affect spark plugs.



Champion representatives and Field Engineers stand ready to work with your fleet, whenever necessary, to make sure that you get all the benefits of Champion's "know how."



Everything in this new center has the one purpose of giving your fleet the best possible spark plug performance. Here research experts study basic problems such as temperature ranges, fouling, and preignition limits to develop materials, alloys and designs that will improve performance even more.

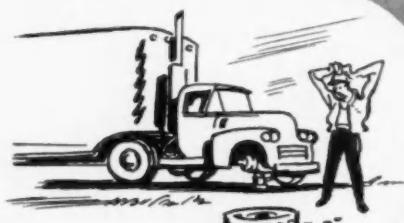
COMPANY • TOLEDO 1, OHIO

COMMERCIAL CAR JOURNAL, October, 1958

END FLAT TIRE LOSSES ONCE AND FOR ALL!

Now, eliminate lost time and breakdowns caused by flat tires . . . with INSTANT-SEAL—a revolutionary compound that seals tire punctures instantly while your truck is on the go!

NO DOWNTIME!



Protect your investment in manpower and equipment! Keep your fleet rolling! Eliminate dangerous, time consuming roadside repairs! Stop needless damage to costly tires for as little as \$2.45 a tire . . . with INSTANT SEAL! Because INSTANT-SEAL actually prevents flat tires.

When a nail pierces the casing or tube, INSTANT-SEAL clings to it. Stops leakage! When the nail is removed, INSTANT-SEAL seals the puncture instantly, while the tire is rolling. Provides effective protection for the life of the tire.



But Seeing is Believing! Ask your distributor to show you INSTANT-SEAL'S sensational, on-the-spot puncture-sealing demonstration. Watch as he jabs a sharp ice pick into a tire protected with INSTANT-SEAL. When he pulls it out, you'll see the puncture seal tightly, instantly, right before your eyes — WITH INSTANT-SEAL!

INSTANT-SEAL GIVES YOU:

- MORE UNINTERRUPTED TIRE SERVICE
- KEEPS YOUR EQUIPMENT ON THE JOB LONGER
- CUTS MAN HOUR LOSS DUE TO TIRE BREAKDOWN ON THE JOB
- PREVENTS COSTLY, PREMATURE TIRE AND TUBE REPLACEMENTS
- NO "OUT OF BALANCE" CONDITION BECAUSE IT STAYS LIQUID

Start cutting downtime caused by punctures now! Make sure every tire in your fleet is protected with PUNCTURE-SEALING INSTANT-SEAL!

Order INSTANT-SEAL in economical 5-gallon drums from your local distributor. Will be available through all Mack branches and distributors, or write

INSTANT-SEAL CHEMICAL CORP.

Name

Company

Address

State

I am interested in INSTANT-SEAL. Please send me additional information.

I am interested in becoming an INSTANT-SEAL Distributor. Please send me additional information.



INSTANT-SEAL CHEMICAL CORP.

Powelton at 38th Street / Philadelphia 4, Pa.

Distributorships Available



1,000 gallons more payload in **USS** High-Strength Low-Alloy Steel trailers

"Our customers want truck and trailer tanks that are lighter and stronger, to carry heavier payloads," says Sam Schaffer, President, Weld-It Company, Los Angeles, California. "So we build them of USS COR-TEN High-Strength Low-Alloy Steel."

With the 50% higher yield point of COR-TEN Steel, we can use thinner gages, and still produce a stronger tank that's up to 35% lighter than the old tanks.

The lighter COR-TEN tank permits 800 to 1000 gallons more payload."

These trailers eliminate a lot of maintenance expense, too, because USS COR-TEN Steel has exceptional resistance to atmospheric corrosion, impact and abrasion.

See how High Strength Steel can help your operation. Ask your equipment supplier about our three High Strength Steel brands—COR-TEN, MAN-TEN, and TRI-TEN. Each has characteristics that are ideal for specific applications in trucks, tanks and trailers. Ask, too, about the special advantages gained with USS "T-1" Constructional Alloy Steel and USS Stainless Steel.

USS, Cor-Ten, Man-Ten, Tri-Ten and "T-1" are registered trademarks

United States Steel Corporation—Pittsburgh
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Columbia-Geneva Steel—San Francisco
Tennessee Coal & Iron—Fairfield, Alabama
United States Steel Supply—Steel Service Centers
United States Steel Export Company



United States Steel

Dodge Improves Torsion Bar Suspension on '59 Cars

DODGE ON ITS '59 passenger cars has incorporated a variable cam adjustment on its torsion bar suspension. Cams are located at frame attaching points of upper control arms. Adjustment moves control arm either toward or away from center of car.

If rear adjustment is unchanged and front cam rotated, front of upper control arm pivots horizontally around its rear attaching point. Outward movement of the front of the arm produces a greater caster angle to the rear, and, at the same time, outward movement of upper ball joint increases camber angle.

New cam system gives wider range of adjustment than was obtainable with shims formerly used.

Torsion bars themselves are four inches shorter with 1/32 in. less diameter. They also have new anchor point seals.

New ball joint has spiral grooves added to face of spherical bearing. Normal ride movement thus promotes lubricant flow between the ball and its socket. An extra-cost item offered on '59 models is Chrysler's "Level-Flite" air suspension.

New 326-cu in. V-8 engine has 9.2 to 1 compression ratio and hydraulic

tappets. This year's 350-cu in. V-8 is boosted to 361 cu in. for '59, comes in a two- or four-barrel carburetor version. The D-500, 383-cu in. V-8 engine comes with one or two four-barrel carburetors.

Transmissions available include manual 3-speed, automatic "PowerFlite" and "TorqueFlite." Both automatics are water cooled. Heat exchanger is located in bottom radiator tank. New heater or air conditioner/heater combination uses push button controls.



In addition to 9.2 to 1 compression ratio, the 326-cu in. V-8 has dual carburetor and is designed for regular fuel. Bore and stroke is 3.95 x 3.31. Horse power rating is 255 @ 4400 rpm, gives 350 lb ft torque at 2400 rpm.

The 361-cu in. V-8 has 10.1 to 1 compression ratio, 4.12 x 3.38 bore and stroke. Premium fuel is recommended. With dual carburetors, its rated at 295 hp @ 4600 rpm and 390 lb ft torque @ 2400 rpm.

Four-barrel carburetor version rates at 305 hp @ 4600 rpm and 400 lb ft torque @ 2800 rpm.

The D-500 383-cu in. V-8 has 10 to 1 compression ratio, 4.25 x 3.38 bore and stroke. Recommended fuel is premium. Four-barrel carburetor version gets 320 hp @ 4600 rpm, 420 lb ft torque @ 2800 rpm. Model with two four-barrel carburetors rates at 345 hp @ 5000 rpm, 420 lb ft torque at 3600 rpm.

Six-cylinder

L-head with 230 cu. in. displacement has 8 to 1 compression ratio. Bore and stroke are 3.25 x 4.63. It uses regular fuel, runs up 135 hp @ 3600 rpm and 205 lb ft torque @ 1200 rpm.

Swing-out seats are featured on two-door models. They are pivoted, swivel outward 40 deg when lever release is depressed. In normal position, they rest against a center pad to form a standard 3-passenger seat.

Bar-type speedometer

is color coded. Bar is green up to 30 mph. Between 30 and 50 mph, it's yellow. Above 50 mph, bar is bright red.

Steering wheel has a flattened upper arc. This permits it to be higher for easier driver access, still not interfere with forward vision.

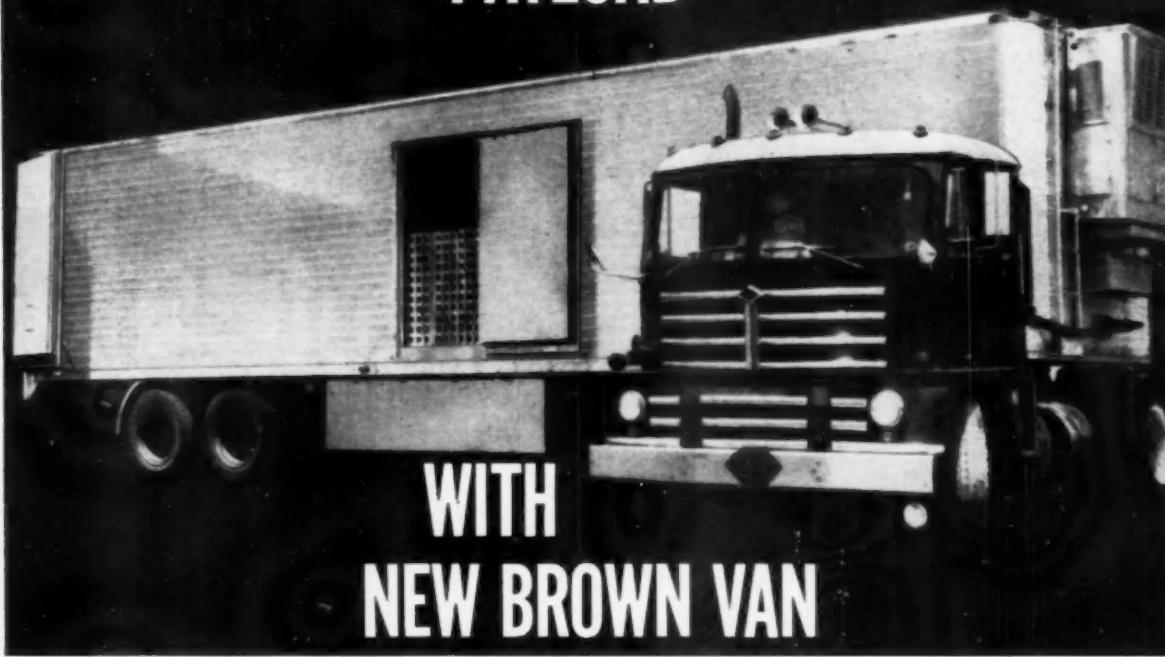
Included in the line for '59 are four station wagons — Sierra or Custom Sierra in six or nine passenger models. Coronet comes in club sedan, 4-door and Lancer models with 6-cyl engine. V-8 Coronet offers same models plus 4-door Lancer and a convertible. Dodge Royal is offered in 4-door, Lancer and 4-door Lancer versions. Custom Royal line includes the same models plus a convertible.



Winners of Mason and Dixon Lines Roadeo

Winners of the 12th annual roadeo of the Mason Dixon Lines get their awards at general headquarters in Kingsport, Tenn. The four classes of vehicles were straight truck, single axle trailer, tandem axle trailer, and tandem axle tank trailer. Winners shown from left to right are: Ben Spain, Secaucus, N. J.; Bill Contres, York, Pa.; E. Ward King, chairman of the board, Mason Dixon Lines; Ken Blair, Knoxville, Tenn.; E. William King, president, Mason Dixon Lines; H. C. Brown, New Market, Va.; James Carr, Kingsport, Tenn.

HAULER GAINS 3,500 POUNDS OF EXTRA PAYLOAD



WITH NEW BROWN VAN

The Benton Piano Company, of Arkansas, operating between the northeast and southwestern sections of the country for the past 11 years, recently put its new, aluminum Brown trailer into operation. Because they haul dissimilar cargoes—pianos from the east, frozen seafood from the Gulf Coast—this aluminum van was designed for both reefer and dry freight use. Compared to Benton's two older steel units, the new, lightweight trailer hauls 3,500 pounds of extra payload and it's all under legal load requirements of the states along the route. Mr. Lewis, partner in the firm, says, "We've

gained the extra revenue at less cost. Aluminum can be cleaned easily and quickly. What's more, we'll never have to worry about corrosion."

ALCOA ALUMINUM MAKES THE BIG DIFFERENCE

The Brown Trailer Division of Clark Equipment Company, Elgin, Illinois, builds extra-payload-carrying trailers such as this 40-ft Benton unit with lightweight Alcoa® Aluminum. Fleet operators throughout the country are adding to the profit column and slashing maintenance costs with lightweight, corrosion-resistant aluminum units. Put aluminum's ad-

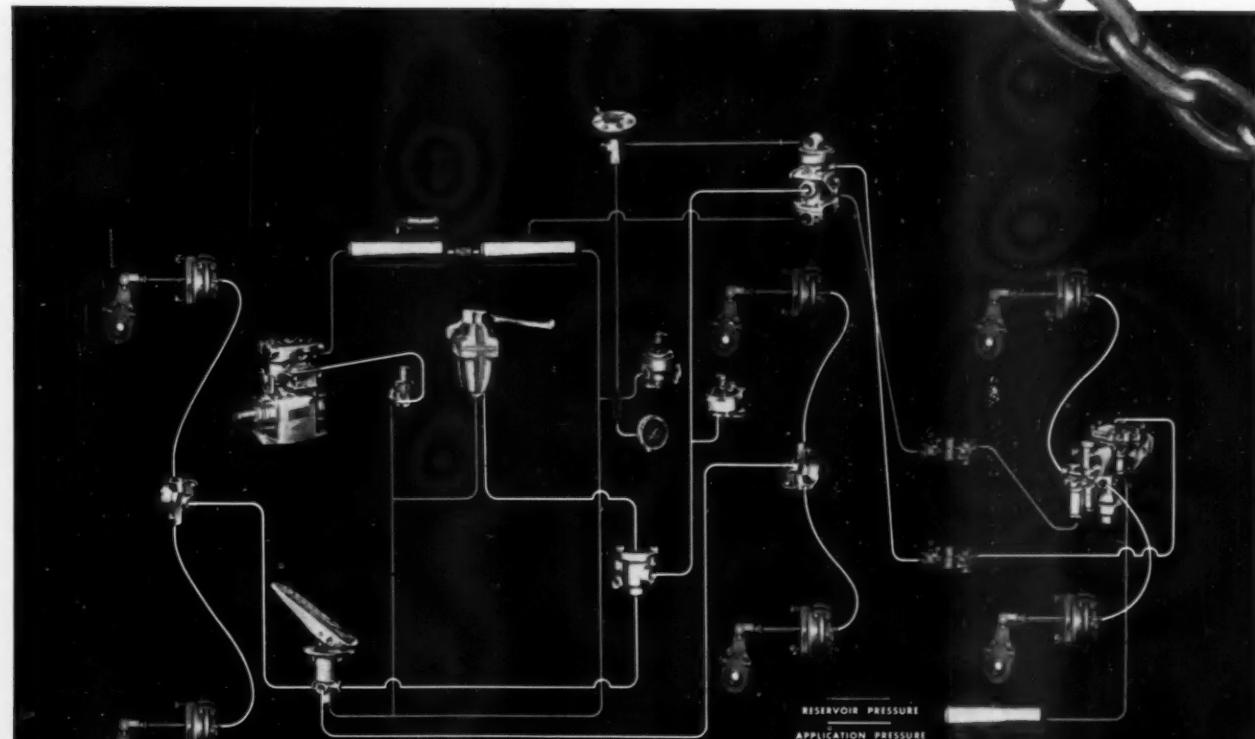
vantages to work for extra earnings in your operation. Write today for your FREE copy of our new Fact Folder on trailer transports to: Aluminum Company of America, 1876-K Alcoa Building, Pittsburgh 19, Pennsylvania.

Your Guide to the Best in Aluminum Value



ALCOA THEATRE
Fine Entertainment, Alternate Monday Evenings

The chain's



Ask For and Insist On a Complete Bendix-Westinghouse System



the thing!

When you select air brakes your best and wisest buy is a *complete* chain—a complete brake system offering maximum durability, dependability, safety and economy.

Because it is system engineered and system built, a *complete* Bendix-Westinghouse Air Brake system offers you more—gives you more. Every component, every device is designed and built to perform a specific function with peak efficiency in a *closely related* system. And because it is a *complete* chain, it is more dependable, longer lasting, and will save you money.

Bendix-Westinghouse Air Brake systems are backed by the reputation and know-how earned in more than thirty years' experience as an air brake builder. Thousands of truck and bus operators know this. That is why more trucks and buses are equipped with *complete* Bendix-Westinghouse Air Brake systems than by all other makes combined. That is why—when you specify a *complete* Bendix-Westinghouse Air Brake system—you buy a chain for whose performance, dependability, and long life we accept full and complete responsibility.



A typical example of one of many intricate and dependable devices designed and built by Bendix-Westinghouse is the Brake Valve—a high quality, precise mechanism that accurately *controls* the flow of compressed air to other components in the brake system in direct response to the stopping requirements demanded by the driver.



Bendix-Westinghouse

AUTOMOTIVE AIR BRAKE COMPANY

General offices and factory—Elyria, Ohio. Branches—Berkeley, Calif. and Oklahoma City, Okla.

Oct. News Roundup

Continued from Page 194

Parts Rebuilders Issue Roster

CHICAGO—Automotive Parts Rebuilders Assn. (220 South State St., Chicago 4, Ill.) has published a 1959 roster of its members coded by components they rebuild. For information, write the Association.

Michigan Means Business

LANSING, MICH.—If you have business in or out of Michigan, you'll be interested in promoting a new film entitled "Michigan Means Business." Developed by Michigan's Dept. of Economic Development, its aim is to promote growth of industry in the state. For further details, write Information Division, Michigan Dept. of Economic Development, Lansing 26, Mich.

Georgia Has Safety Patrol

ATLANTA, GA.—Latest state to set-up a trucking industry cooperative safety patrol is Georgia. Sponsored by Georgia Trucking Assn., it got under-

way early in August with over 100 safety patrol cars in operation.

Food Transport Is Big Business

WASHINGTON, D. C.—Transporting farm foods from the grower to the processor to the retailer by truck and rail is nearly a \$4-billion-a-year business. Estimates by U. S. Agriculture Dept. place truck and rail fees at 12 per cent of the nation's food marketing bill in the past three years. These hauling costs are figured at \$3.7 bil-

lion in 1957, \$3.6 billion in 1956, and \$3.3 billion in 1955. Heating and refrigeration charges, but not the recently-repealed 3 per cent freight tax, are included.



One for the Road



The AFL-Herman Body Co. of St. Louis, Mo., has introduced a new low-bed pallet bottler body. By altering the rear truck springs, two 39-in. bottle compartments are arranged forward of the rear axle. Designed for pallet loading, the body holds seven rows of cases. Hooked straps are furnished to hold the top three rows.

As a service to fleet operators, recent major laws affecting commercial vehicle operation, both bus and truck, are digested here. As reported, the summary serves as a guide so the fleetman may check the exact wording of the law through his state truck association or state capital to see how it affects his operation.

Kansas—Ad valorem taxation of certificates of convenience and necessity and interstate licenses issued by the Kansas Corporation Commission is unconstitutional.

Oregon—School bus drivers are required to have a special school bus driver's license by Nov. 1, 1958. This license is in addition to the regular driver's license and chauffeur's license already required.

Service ALL Diesel Nozzles ✓ BETTER ✓ FASTER



Available as the "Universal Test Set" illustrated or in selective sets comprising the particular components required for testing Cummins Injectors, GM Injectors or Bosch,

etc. Nozzles. Test pump is self-priming, delivers 1200 cu. mm. per stroke, is equipped with 5000 psi gauge, 1.4 pint fuel reservoir, replaceable micronic type filter.

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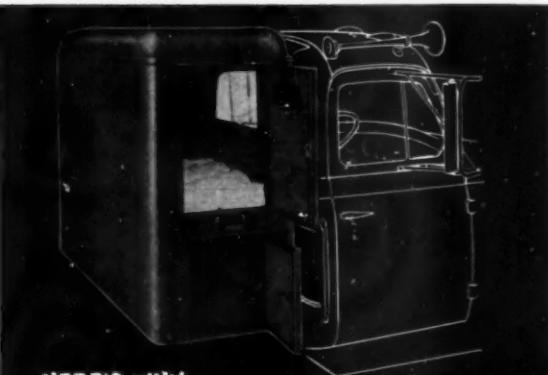
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How to
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a Diesel
Fuel System
Maintenance
Shop
BUL. 686



HERE'S WHY ... drivers and owners prefer a TIMPTE sleeper cab!

LIGHTWEIGHT! STURDY! COMFORTABLE!

The installed weight of a TIMPTE Sleeper cab is only 325 pounds, yet it is so well constructed that it is not uncommon for a TIMPTE Sleeper Cab to outlast two or more truck chassis. Payloads move Faster and Safer, too. TIMPTE Sleepers always provide sound restful sleep for drivers... more profit for you!

Write Today for
Further Information

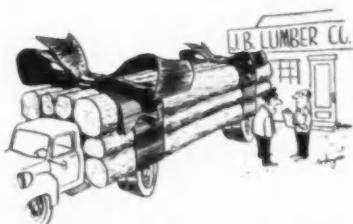
TIMPTE
DENVER

TIMPTE BROS., INC.
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McLean Trucking Co., Winston-Salem, N. C., to 610 road and local drivers for the first six months of the year. Top two men got awards for 18 years of safe driving.

Delaware Coach Co., Wilmington, Del., to 67 bus operators with driving records from one to 18 years without a chargeable accident. The combined records of the drivers equals 7 million miles of safe operation.



"I don't care if it IS our 1,000,000th load! I ain't drivin' it like that."

Watson Bros. Transportation Co., Omaha, Neb., presented driver Allen E. Keffer with an engraved gold watch and nominated him for the company's Driver of the Year award for his life-saving aid rendered at an accident near Gallup, N. M. As a result of Keffer's aid, three persons' lives were saved.



Yellow Transit Freight Lines, Kansas City, Mo., has ordered 55 additional Kenworth cab-beside-engine tractors. The units will be the Model No. 521 with two-axle, single drive with a chassis weight of 8,998 lb and a GCW rating of 60,000 lb.

U. S. Post Office Department has purchased 90 forward control Jeep trucks. The Model No. FC-170 units are equipped power tail gates and will be used for pickup and delivery of mail boxes which need repairing and repainting. The trucks have stake bodies and have a GVW rating of 7000 lb.

(TURN TO NEXT PAGE, PLEASE)

Multi-Purpose Truck Seat reduces driver fatigue



Model 310
Multi-Purpose Seat

TIRED DRIVERS can cost you money if you run a light-delivery-truck fleet. The answer? American Seating Multi-Purpose Seats with comfort-design that cuts down driver fatigue.

You see, coil springs in cushion and back absorb shocks and jolts. And the seat fits the driver, because it adjusts vertically to four positions, 3" range—fore and aft to five positions, 4" range. What's more, they're craftsman-upholstered with reinforced French seams; have high-lustre baked-enamel metal parts—attractive styling that dresses up your trucks.

When you order trucks, specify seating, too. And make it American Seating Multi-Purpose Seats. Write us for additional information.

AMERICAN SEATING 
GRAND RAPIDS 2, MICHIGAN

The standard by which all other public seating is measured

Branch Offices and Distributors in Principal Cities. Manufacturers of Transportation, School, Theatre, Auditorium, Church, Stadium Seating, and Folding Chairs and Tables.

LUBRIPLATE

No. 630-2

Multi-Purpose Grease

ALSO
PACKED IN

CONVENIENT
GREASE GUN
CARTRIDGES



Lubriplate No. 630-2 is a high temperature, extreme pressure, water-repellent, grease type lubricant. Ideal for the general lubrication of Industrial, Automotive, Construction, Farm and Marine Equipment. Lubriplate Grease Gun Cartridges provide an easy, quick, economical means of application. Prevent the waste and mess of hand filling. Packed 10 Cartridges in a handy carrying carton.

REGARDLESS OF THE SIZE AND TYPE OF YOUR MACHINERY, LUBRIPLATE LUBRICANTS WILL IMPROVE ITS OPERATION AND REDUCE MAINTENANCE

For nearest LUBRIPLATE distributor see Classified Telephone Directory. Write for free "LUBRIPLATE DATA BOOK" . . . a valuable treatise on lubrication. LUBRIPLATE DIVISION, Fiske Brothers Refining Company, Newark 5, N. J. or Toledo 5, Ohio.



Oct. News Roundup

Continued from Page 205

Red Ball Motor Freight, Dallas, Tex., has added 20 diesel powered International tractors to its 600 truck fleet. The new units are the Model No. AC-225-D and are equipped with Cummins NHB 600 engines, single-tire V-belt drive pusher axles, 10-speed RoadRanger transmissions, 9000 lb front axles and 23,000 lb rear axles.

Minute Maid Corp., Plymouth, Fla., has bought 34 Macks for hauling citrus products to northern and western markets. The purchase includes 22 Model No. B42T's gasoline-powered and 12 Model No. B61T diesel-powered.

Neptune Storage Co., New Rochelle, N. Y., has placed in service new White Model No. 3400 TD diesel tractors. The units are cab-forward models with power-tilt sleeper cabs. All are powered by 190 hp Cummins diesels.

Pittsburgh Railways Co. has purchased 14 new 45-passenger Mack buses.

Coca-Cola Bottling Co., Chicago, has placed in service 41 new cab-forward International delivery trucks. All are equipped with 14-ft bodies designed for palletized loading. The new units are the Model No. AC-164 with a 173-in. wheelbase.

Lightweight Dump Body



Made of an aluminum alloy with strength equal to that of 10 gage steel, this heavy duty dump body has no hoist subframe. As a result, body sills are deeper giving a greater cubic capacity. The dump body is made by the Anthony Co. of Streator, Ill. and features welded construction throughout. Dumping is provided by the Anthony 3-stage, telescopic hoist.

Ringsby Truck Lines, Denver, Colo., has purchased 18 new Kenworth COE tractors. The units are Model No. K-522 73-in. tilt sleeper cabs. The tractors will be placed in service between Denver and Chicago.

Metropolitan Transit Authority, Boston, Mass., has purchased 30 transit-type buses from Mack for use on commuter routes in the Boston area. They are equipped with diesel engines, power steering, and have a 43 passenger capacity.

Walnut Grove Products Co., Atlantic, Iowa, has added a International Model No. Ac-170 and a Model No. VF-192 to its fleet of 60 trucks. The latter is V-8 powered, and mounts a 600-bushel capacity bulk feed tank. A hydraulically driven auger system delivers feed directly to farmers storage bins at the rate of 222 lb per minute.

The Nick Warisse Baking Co., Louisville, Ky., has placed in operation 19 new International Model No. Am-152 trucks. They are equipped with 12 ft, 7 in. Metro Van bodies and are on lease from Dixie Drive-It-Yourself System. The bakery will use the trucks to cover routes in a 100-mile radius of Louisville.

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ELIMINATES WARM-UP TIME



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KIM HOTSTART plugs into the electric circuit when engines are not in use. It draws cold water from the engine, heats it, then circulates it back through the engine. No need for heated terminals. Engines remain warmed-up; start quickly. You don't use as much fuel and spend less on repair bills. Four KIM models are available. Installation is simple. See your automotive supplier or write for literature.

KIM HOTSTART MANUFACTURING COMPANY

West 917 Broadway, Spokane 1, Washington



Mobile Atom Lab on its Way to Geneva

Showed being loaded in New York is this 35 ft mobile Radioisotope unit on its way to Geneva, Switzerland, to the international Atomic Energy Agency. It was built by the Lyncoach and Body Co., Oneonta, N. Y.; has two rooms and equipment for detecting and measuring radioactive materials. It carries its own 10 kw generator to supply necessary power.

Encinal Terminals, Inc., Alameda, Cal., has purchased 10 new Internationals for use at its large steamer terminals on the Pacific Coast. Three of the units are Model No. V-225 tractors which pull 21-ft double trailers.

Midwest Coast Transport, Sioux Falls, S. D., has bought a 35-ft aluminum King reefer van from the American Body and Trailer Co., Oklahoma City, Okla. It is used to haul swinging meat to the west coast and frozen foods on the return haul. The trailer is equipped with a Model No. RL 30 Thermo King unit. Weight of the trailer with reefer unit and meat rails is 14,450 lb.

Hugh Breeding, Inc., Tulsa, Okla., hauler of bulk petroleum products, has ordered three International Model No. AC225-D tractors. The units will be equipped with Cummins NH-180 engines, 10-speed Fuller RoadRanger transmissions, Shuler Series T14 pusher axles and Timkin Series RA70 drive axles.

Los Angeles—Seattle Motor Express, Los Angeles, Cal., recently purchased 30 new 24-ft Cubeliner vans, 15 dollies and three 40-ft flatbeds from Fruehauf. The Cubeliners will be run in sets as doubles on the Pacific Northwest runs.

Interstate Motor Freight System, Grand Rapids, Mich., has recently placed in service 40 lightweight aluminum trailers bought from the Highway Trailer Co. Called "Econovans," that are constructed with front linings of plywood, reinforced by steel treadplate bulkheads. The sides are also reinforced to a height of 3 ft. Tops have full width skylights.

(TURN TO NEXT PAGE, PLEASE)



Stant Tester anticipated trouble

The OK Trucking Company of Cincinnati with six million trailer miles in 1957 reports these benefits from consistent use of this *Stant* Precision Cooling System Tester: detection of defective pressure caps, leaking head gaskets; radiator leaks and bad hose; *no more guess-work!*

Write for report on *Kroger* findings to
STANT MANUFACTURING CO., INC.,
Connersville, Indiana,
... naming your jobber.

used on America's Finest Automobiles as
Standard Equipment for a generation



Oct. News Roundup

Continued from Page 207

U. S. Post Office Department has purchased 1778 three-wheeled delivery vehicles from Cushman Motors, Lincoln, Neb. Called "Mailsters," the units will be used in western cities.

Spector-Mid-States Freight System, Chicago, Ill., has bought 40 aluminum panel trailers from the Highway Trailer Co. They are 35-ft vans equipped with sliding tandems.

Niagara Frontier Transit System, Buffalo, N. Y., has ordered 60 new Mack buses at a cost of \$1,800,000. The 45 passenger units will be delivered next winter.

Mason and Dixon Line, Kingsport, Tenn., has purchased 83 Mack tractors. All are Model No. B42T's with gasoline engines.

Watson Bros. Transportation Co., Omaha, Neb., is purchasing 76 more Brown trailers. The 40-ft units will be supplied with "Cushionair" Suspension.

Voss Truck Lines, Oklahoma City, Okla., has placed in service 10 new International LP gas tractors. The new tractors are Model No. ACO-205 with 48-in. BBC dimension cab, and are equipped with 14,000 lb Shuler trailing axles.

Public Service Coordinated Transport of New Jersey, D. C. Transit System, Washington, D. C., and the Baltimore and Annapolis Railroad Co., Baltimore, Md., have received delivery of 48 air-conditioned GM transit buses. They are the first factory-equipped air-conditioned transit coaches to be built in the U. S.

Ringsby Truck Lines, Denver, Colo., has ordered 113 new tractors and 122 new 40-ft trailers. The new all-sleeper fleet will consist of 10 Internationals, 14 White Freightliners, 18 Model No. K522 Kenworths, and 71 Peterbilts. New trailers will be made by Timpte, 37 units; Trailmobile, 50 units; Utility, 50 units; and Strick, 65 units. All tractors will be COE's and will be standardized to facilitate parts interchange. Specifications for all models include Cummins power coupled to Fuller transmissions and Timken rear ends, with Westinghouse brakes. Most units will have tilt cabs. However, 31 of the Peterbilts will

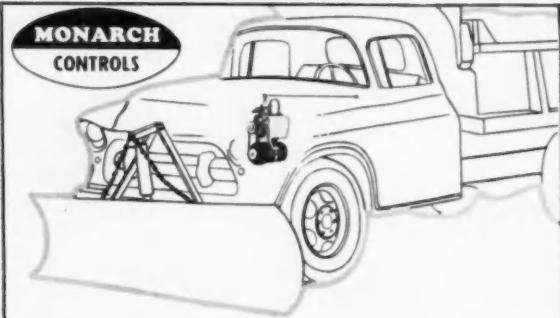
have the unique four-axle chassis with two steering axles.

Queen's Taste Baking Co., Kansas City, Mo., has placed in service five International Model No. AM-120 delivery trucks equipped with 9½-ft Metro Van bodies. They are being used on routes covering up to 40 miles daily.

Leonard Brothers Motor Express Service, Greensburg, Pa., is using three new International Model No. ACO-225 Sightliners on its Pittsburgh—New York runs. With a tractor BBC dimension of 48 in., the fleet is using an 8½-ft dromedary mounted on the 182-in. wheelbase tractor which also pulls a 35-ft tandem. Total length of the rig is 49 ft 6 in.

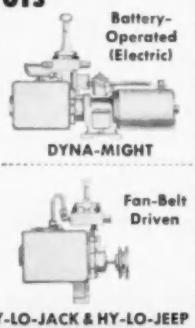
Huber & Huber Motor Express, Louisville, Ky., now has 33 International Model No. DCO-405's in its over-the-road fleet. Powered by Cummins NH-180 diesels, each one averages over 11,000 miles a month.

New York City Fire Department has added 33 new pieces of Mack fire apparatus . . . The order includes 20 pumper and 13 aerial units with 85-ft ladders. All are powered by Mack's diesel.



Automatic SNOW PLOW Operation with MONARCH Controls

One man lifts or lowers the snow plow automatically from the cab . . . with MONARCH Power Hydraulic Controls. More than 50,000 installations. Simple to install. Write for full details or see your dealer.



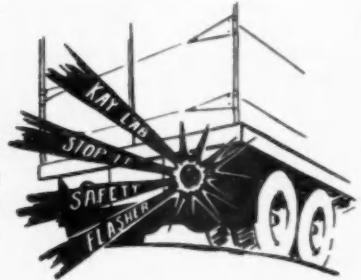
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QUALITY PRODUCTS

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"STOP-IT" SAFETY FLASHER

Finest flasher made. Makes lights flash on-and-off. Used for flashing warning signals and directional signals. Available in 4 types. Will flash any auto lamp to 64 candlepower, 5 amperes, standard ratings 6 or 12 Volts.



ALTERNATING FLASHER

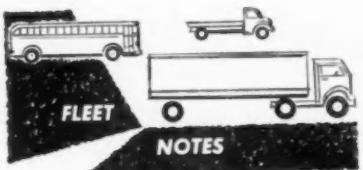
HEAVY DUTY. Meets requirements of State Laws for alternating flashing signals. Up to 15 amperes, 6 or 12 Volts. No parts to wear out; requires no lubrication, no upkeep. Operates magnetically. Good for lights or horn signals.



Write for Folders, prices and name of nearest Jobber

MACCHI & COMPANY

819 Valencia Street, San Francisco 10, Calif.



U. S. Post Office Department has ordered 7,076 new vehicles for delivery during the next 12 months. Not included are 1500 three-wheeled mailsters previously ordered. The order includes 1500 $\frac{1}{2}$ -tons, 2269 $\frac{3}{4}$ tons, 313 $2\frac{1}{2}$ tons and 330 tractors and trailers.

Dallas Transit Co., Dallas, Tex., plans to air-condition 26 more of its diesel transit buses at a cost of \$82,000. The company is currently spending \$370,000 air-conditioning 122 buses.

Colorado Springs (Colo.) Transit Co. plans to spend \$250,000 for 11 new buses and installation of new bus cleaning equipment.

Middle Atlantic Transportation Co., New Britain, Conn., has announced that Frank G. Palmer has been elected chairman of the board and Richard W. Palmer president of the company.

Bruce Motor Freight, Des Moines, Iowa, has inaugurated radio dispatch service in the Des Moines area. Terminal fleets in Chicago and St. Louis are now being equipped with two-way radios.

Knaus Truck Lines, Kansas City, Mo., announces the appointment of Arch C. Berreman as new General Manager. Knaus is presently under temporary operating authority of Consolidated Freightways.

Aero Mayflower Transit Co. just completed the largest move in the company's history. Involved was the transplanting of Babcock & Wilcox Co., its offices and its employees and families, from New York City to Barberton, Ohio, a suburb of Akron—a distance of 482 miles.

Aero Mayflower Transit Co. has appointed two new agencies. One is Cecil Hodge Truck Lines, Conway, S. C. The other is Dickey Transfer and Storage, Inc., Porterville, Cal.

Spector—Mid-States Freight System, Chicago, has appointed Charles A. Davidson to the newly created position of Fleet Maintenance Director. He was formerly maintenance director for General Expressways.

(TURN TO NEXT PAGE, PLEASE)

RUGGED POWER SOCKETS

...in many types and sizes

ANOTHER REASON YOU'LL PREFER PROTO PROFESSIONAL POWER & IMPACT SOCKETS

Sockets pictured are actual size

Protoly alloy steels, scientific heat treatment and advanced design give Proto sockets extra strength... plus... high safety factor, long life, low cost. Send 10¢ for 84-page tool catalog. Proto, 2209 Santa Fe Ave., Los Angeles 54, Calif.

MANY TYPES AND SIZES

Standard sizes

from $\frac{3}{8}$ " opening in $\frac{1}{4}$ " drive
to $3\frac{1}{2}$ " opening in 1" drive.

Special sizes

up to $9\frac{1}{4}$ " opening in $2\frac{1}{2}$ " drive.

PROTO TOOLS

PROTO means PROfessional TOols

PENDLETON
DIVISION OF TOOL INDUSTRIES INC.

Oct. News Roundup

Continued from Page 209

Allied Van Lines agents just completed moving three van loads of books purchased by the University of Texas. The shipment consisted of 40,000 rare volumes and several thousand historical manuscripts. Because of the value of the shipment, state police from Louisiana and Texas convoyed the vans the entire route.

Interstate Motor Freight System, Grand Rapids, Mich., has equipped its Chicago pickup and delivery fleet with two-way radios.

National Truck Leasing System, Chicago, Ill., has appointed Chester A. Smith as consultant in consumer relations for the East Coast area.

Hall's Motor Transit Co., Sunbury, Pa., has awarded six educational scholarships to qualified children of Hall's employees. Total amount of the scholarships was \$2500.

Global Van Lines, Inc., headquarters in Los Angeles, Cal., is now one of the larger Class I moving firms in the country, it was announced recently. Global operates under the provisions of Tariff 65-B and is a member of the Household Goods Carriers Bureau. The company is now represented on a nationwide basis and has agents in all points of the Pacific and Europe served by sea van.

Fort Wayne Transit (Ind.) has appointed Harold E. Hopkins as Superintendent of Equipment.

NONSILIP VALVE SPRING INSERTS
CORRECT AND PROTECT THE VALVE SPRING ASSEMBLY
a "MUST" on every valve grind job!

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Allied Van Lines has announced four new agents. They are: Kenwood's Moving & Storage, Plattsburgh, N. Y.; Lackey Transfer & Storage Co., Farmington, N. M.; Lossing's Transfer Storage Co., Sanford, Fla.; and Van Transfer & Moving Co., Flat River, Mo.

East Texas Motor Freight, Dallas, Tex., has announced a \$5,100,000 expansion and fleet modernization program. The program includes a large new terminal in Dallas and a \$3,700,000 new equipment purchase. New equipment includes 175 White tractors powered by Cummins NH-180 Diesels, and 200 high cube Fruehauf, Strick and Trailmobile trailers.

Consolidated Freightways has moved its Equipment and Methods Development Department from Portland, Ore., to Avon Lake, Ohio. Transferred to the new location were Tire Research Engineer, R. W. Kupp, Director of Office Methods Research, R. L. Schmalle, and Vice President in charge, Bert Ogden.

Chrysler Corp. recently placed in operation a two-way radio system to dispatch cars and trucks between its more than 40 plants and offices and 3500 supplier firms in the metropolitan Detroit area. Radios are in the 460-470 mc range. The radios operate only when a coded signal is received from a Chrysler radio unit. The system was designed and installed by General Electric.

The Hertz Corp., Chicago, has appointed two new truck rental managers. George L. Coleman is in charge of the Atlanta, Ga., rental fleet of over 200 vehicles. In Manchester, N. H., the new manager for both car and truck rentals is Robert F. Esty.

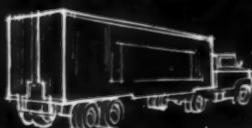
Yellow Transit Freight Lines, Kansas City, Mo., has appointed B. F. Rice as operations manager of the steel and heavy hauling division of the company.

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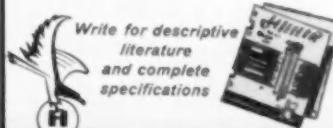
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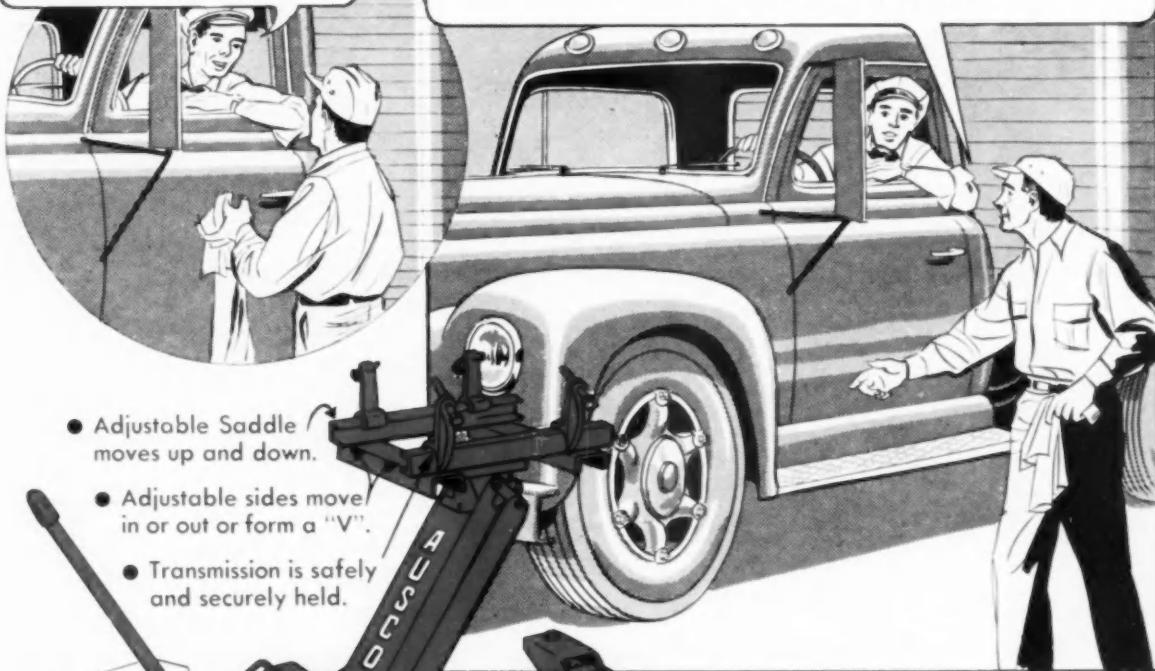
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Looks like you're going to have to pull the transmission.

TRUCK TRANSMISSION JOBS DON'T BOTHER US ANY MORE!

Not since we got our handy Ausco Hydraulic Truck Transmission Handler



A detailed illustration of the Ausco Hydraulic Truck Transmission Handler. It's a heavy-duty hydraulic jack designed to hold truck transmissions. A sign on the side of the jack reads "2000 lb. Capacity". To the left, a cartoon character of a man in a suit and tie is pointing towards the jack and smiling. To the right, two workers are shown using the jack to lift a large truck transmission. One worker is kneeling and operating the controls, while the other stands by. A speech bubble from the kneeling worker says, "That's a mighty handy jack for lots of jobs!" Another speech bubble from the standing worker says, "Makes handling transmissions, carriers and differentials safer, too!"

Call your Ausco jobber and ask him about the convenient, safe Ausco Hydraulic Truck Transmission Handler and how well it works with Ausco Steel Garage Horses.

AUSCO Jacks

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- 12 main transmissions, 6 auxiliaries, for both on and off-highway.
- 3 front axle positions on conventional models for maximum payloads under any legal restriction.

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● Aluminum and other lightweight options at every point where weight can be saved on a practical basis.

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